

Category: Access and Transportation System

Section: Forest Transportation System

PC #: 611

Public Concern: The FS should recognize legitimate OHV trails as defined in the R1 OHV decision, RS-2477, agency maps, historic maps, and visitor maps.

Sample Statement:

In an attempt to close as many existing roads and trails and possible, non-motorized interests keep trying to confuse the issues by suggesting that we are asking for illegally created trails. We are not. We are asking for continued use of trails that are legitimately recognized by the agencies including those defined by the: 3-State OHV decision, RS-2477 access laws, all agency mapping including current travel plan mapping and historic and current visitor mapping. (Recreational, Helena, MT - #339)

PC #: 637

Public Concern: The FS should reestablish or relocate trails and roads disturbed by other actions, such as timber harvest, mining, and livestock grazing.

Sample Statement:

[CONT'D]19. Agencies are encouraged to develop OHV programs that address more than law enforcement needs. OHV programs should actively promote the development, enhancement, and mitigation of OHV recreation opportunities. 20. Agencies are encouraged to develop and use State Trail Ranger Programs similar to Idaho's program through the State OHV Fund, as well as volunteer trail maintenance programs.21. Agencies are encouraged to clear trails early in the year to insure maximum availability and reduction of diversion damage caused by routing around obstacles.22. Agencies are encouraged to avoid road and trail closures based on wildlife concerns except where negative wildlife impact can be specifically identified and documented. Motorized use on existing trails has little or no verified effect on game animal welfare. In fact, some of the areas more intensely visited by motorized visitors have experienced significant increases in wildlife populations; further substantiating the fact that motorized recreation does not create a significant impact on wildlife. 23. Agencies are encouraged to avoid yearlong trail closures if wildlife concerns are valid only during certain seasons. In these instances, closures should be seasonal only with the dates consistent with the requirements to protect wildlife. 24. Agencies are encouraged to avoid trail closures associated with other actions including timber sales, mining, and livestock grazing. Corrective action should be taken where trail closures in the past have resulted from these sorts of past actions. Loss of motorized trails because of past timber sales should be mitigated by connecting old and new travelways to create looped trail systems.25. Agencies are encouraged to re-establish and/or relocate all trails and roads disturbed by other actions such as timber harvest, mining, and livestock grazing. (Recreational, Helena, MT - #339)

PC #: 612

Public Concern: The FS should recognize the importance of driving for pleasure and recreational activities that are associated with it.

Sample Statement:

Almost all visitor use surveys including NVUM and those sponsored by Fish, Wildlife and Parks have found that a category defined as "driving for pleasure" is the largest activity within public lands. This category includes all sorts of off-highway use including ATV, camping, fishing, firewood and food gathering, hunting, RVs, motorcycling, picnicking, rock climbing, rock hounding, target shooting, and wildlife viewing. The importance and need for primitive roads and trails to support these and other activities must be recognized in the analysis and decision-making. (Recreational, Helena, MT - #339)

PC #: 556

Public Concern: The FS should stop closing roads, and keep them open for public access, fire fighting, timber harvest, recreation, and other uses.

Sample Statement:

Conduct a public meeting with comments mandatory before any road closures are mandated. A majority vote should determine road status. List the reasons why a road is closed and review them once a year. If the need for closure is no longer valid, the road should be opened. Forest plans should not be amended without a public hearing process and concurrence by local elected officials that it will have no economic impact. Stop decommissioning roads and removing culverts. Remove all berms. Restore decommissioned roads and restore culverts or install rolling swales in place of

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them. Offer more timber sales with purchaser road maintenance. Close areas/roads/trails to all uses, not just motorized if wildlife security is critical. Do not split home ranges on ridge tops for bear security analysis areas. Split home ranges at access roads. No net loss for all recreational trails and play areas. If the Forest Service has to close anything they should replace it with equivalent quality and quantity of open use areas. (Place Based Groups, No Address, #967)

Sample Statement:

Comment 29 continued: Require Forest Service to keep and maintain roads. This can be done by the forest products industry if the Forest Service will only put up timber sales. Require that the entire public forest is open. Make roads built for logging permanent not temporary. Publish for public comment and open process all proposals to close roads. No instantaneous closing of roads. Stop all decommissioning of roads. Roads need to be maintained (either gated closed or open) to have access for fire fighting, human emergency, logging, recreation, etc. Spend funds on other priorities other than on decommissioning roads which is counterproductive. It would be wiser to spend the \$7000 per mile to decommission roads on other important issues such as fighting fires, etc. We spent \$3 million so far and now we have another \$3 million to spend to decommission another 379 miles. Yet we hear Forest Service has no funds for other projects (i.e. trail maintenance, forest fires). Do not decommission any roads without evaluating the use of the road for fire control and prevention, economic and recreational use. Roads: Do not rip out roads; gate or barrier if you must. Identify a system of roads necessary for interface fire protection. Identify roads most valuable for recreation and forest management and administration that is most effective with road maintenance dollars. (Place Based Groups, No Address - #967)

PC #: 572

Public Concern: The FS should restrict ATV use to make hunting more fair.

Sample Statement:

In regards to hunting I think the use of ATVs insults the principles of fair-chase. I encourage restrictions on their use & their access options. (Individual, Whitefish, MT - #427)

PC #: 606

Public Concern: The FS should consider the effect of road closures and reduced access on recreation opportunities.

Sample Statement:

as a Baby Boomer approaching old age, I am very concerned that more closures will reduce my enjoyment of the national forests to main roads and sparse trails. At this point I can still hike up to some of the peaks, but I doubt that my arthritis will allow for this much longer. (Individual, Whitefish, MT - #224)

PC #: 607

Public Concern: The FS should develop reasonable limits on forest access for grizzly bear protection, based on the best resource and social science.

Sample Statement:

Action AM-F5-A1: (We propose to have access management within Northern Continental Divide Ecosystem (NCDE) grizzly bear recovery zones better integrate social concerns with recovery needs of the grizzly bear.) Therefore we would request that this finding be restated to emphasize this balance, and read as follows: " Action AM-F5-A1: We propose to establish reasonable limits to forest access within the three forest zone. [drop reference to the NCDE because access management is not just about grizzly bears.] These reasonable limits will be determined based on best resource and social sciences. The USFS' legal responsibilities require the Service to protect and manage forest resources for the long-term health of the land and renewable resource base. Access will be provided consistent with the Service's ability to protect and manage those multiple resources. (Preservation/Conservation, Kalispell, MT - #256)

PC #: 609

Public Concern: The FS should develop a travel management plan that meets the needs of the public in terms of roads and trails for recreation, and provides reasonable environmental considerations.

Sample Statement:

Forest planning including travel management projects should be a process to quantify and address the needs of the public for motorized access and motorized recreational opportunities. Instead, it is approached in just the opposite direction as a closure process that ignores the needs of the public for motorized access and motorized recreational opportunities...A travel planning process has never resulted in increased recreational opportunities for motorized recreationists. The travel management process as currently practiced is not equitable because: (1) it does not adequately address the needs of the

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public for multiple-use recreational opportunities including motorized access and motorized recreation, and (2) it is deceptive to represent the process as a travel management process that will address the needs of the public when it is really just the opposite, i.e., a closure process that does not fairly and adequately address the needs of the public. We request that the process either be renamed to "Travel Closure Process" in order to end the deception of the public OR (as we strongly prefer) that the process be redirected to meet the needs of the public for a functional network of motorized roads and trails for access and recreation with practical and reasonable consideration of the environment (Recreational, Helena, MT - #339)

PC #: 610

Public Concern: The FS should consider existing road and trail networks for motorized use.

Sample Statement:

As OHV use becomes concentrated in smaller areas because of closures or restrictions, the frequency of encounters between motorized and non-motorized trail users increases dramatically. Resource damage can also result from use concentrated in smaller areas. Certainly with the acceptance of millions of acres of area closure by motorized recreationists, the use of the existing network of roads and trails including spurs for camping and exploring is reasonable. Additionally, we have seldom asked for any new routes and the level of use would justify many new routes. (Recreational, Helena, MT - #339)

PC #: 627

Public Concern: The FS should not adopt a closed unless posted open signing system.

Sample Statement:

[CONT'D]that are not appropriate for ATV use should be kept open for motorcycle use. The number of "single track" motorcycle trails that motorcycle riders seek has been significantly reduced over the last 35 years.¹⁵ The integrity of the "loop" trail system should be maintained. Loop systems minimize the number of on-trail encounters because non-motorized trail users don't encounter motorized users going both directions, as they do on non-loop trails. Loop trails also offer trail users a more desirable recreational experience. Agencies are encouraged to provide opportunity for "motorized loop trail systems" to lessen impacts and to provide a better recreational experience. Spurs are useful for exploration and reaching destinations.¹⁶ Agencies are encouraged to allow use of specific roads for OHVs that are not licensed for the street use in order to develop a network of roads that tie OHV trails together.¹⁷ Agencies are encouraged to utilize standardized trail signing and marking in order to lessen confusion. Trails closed unless otherwise marked open are not reasonable. Trails, when closed, should be signed with an official, legitimate reason. Monitoring should be implemented to justify the reasons stated.¹⁸ Agencies are encouraged to utilize all trail maintenance and upgrading management techniques, such as, bridging, puncheon, realignment, drains, and dips to prevent closure or loss of motorized trail use. Trails should not be closed because of a problem with a bad section of trail. The solution is to fix the problem area or reroute the trail, not to close it. If funding or manpower is a problem, then other resources should be looked to including local volunteer groups, state or national OHV funding. (Recreational, Helena, MT - #339)

PC #: 615

Public Concern: The FS should consider regional and long distance (inter-forest and interstate) routes specifically for OHVs that connect to towns. The FS should consider the economic benefits of such trails to local economies.

Sample Statement:

We request actions that will develop regional (inter-forest and interstate connections) motorized recreational opportunities such as the proposed Great Western Trail and Oregon Back Country Discovery Route. OHV back country discovery routes and OHV byways are required to provide opportunities for motorized recreationists equal to existing long-distance non-motorized opportunities. Our vision for motorized recreation includes opportunities such as the proposed Great Western Trail and Oregon Back Country Discovery Route, and other regional opportunities that include connections between forests and adjoining states. A system of OHV back country discovery routes and OHV byways could provide loops and interconnecting trails to points of interest including lakes, streams, rivers, ghost towns, and scenic overlooks. This system of OHV routes could also include connections to small towns for access to motels and restaurants and could be a significant source of economic revitalization for the project area. OHV recreation and tourism could be a significant boost to many local economies. This potential has yet to be recognized and tapped...We request that the positive benefits of OHV recreation and tourism be considered as part of the evaluation and implemented for this action. (Recreational, Helena, MT - #339)

Sample Statement:

Motorized visitors are extremely concerned over the significant cumulative loss of many historic travelways. Motorized visitors are unwilling to compromise any further because of the cumulative loss of motorized access and recreation opportunities that has resulted in the lack of equivalent recreation and access opportunities within public lands. Motorized visitors have the need for trail systems and areas equal to those available to non-motorized visitors (areas and trails

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including inter-forest, interstate routes, Continental Divide Trail, Pacific Crest Trail and National Recreation Trails). (Recreational, Helena, MT - #339)

Sample Statement:

We request a network of national recreation trails for motorized visitors equivalent to the Continental Divide Trail (CDT), Pacific Crest Trail, National Recreation Trail and other national non-motorized trails that travel a long distance and interconnect with other forests. If motorized recreationists had trails of regional and national significance, they would see considerable use. Non-motorized recreationists have considerably more national trail recreation opportunities than motorized recreationists. We request that the needs of motorized recreationists for regional and national travelways be evaluated. We request an evaluation of the cumulative impacts and environmental justice issues surrounding the lack of regional and national motorized trails for motorized recreationists. We request that regional and national motorized recreational trails be identified and actions be taken to implement those trails. (Recreational, Helena, MT - #339)

PC #: 614

Public Concern: The FS should acquire OHV generated gas tax money for trail maintenance (motorized), trail construction, and public education.

Sample Statement:

We have noticed that most trails in wilderness areas are adequately maintained with clearing, water bar construction and trail rerouting provided on an annual basis. All of this is done by agencies without any user-generated fees. At the same time motorized resources see very little maintenance and motorized recreationists have had to do a lot of work themselves in order to keep motorized routes open even though OHV gas tax has generated over 8 billion dollars over the last 30 years. Moreover, to top off this incredibly inequitable situation, lack of maintenance is often used as a reason to close motorized recreational resources. We request that this issue be addressed and corrected by using OHV generated gas tax monies for maintenance, education, and construction of motorized recreational opportunities. (Recreational, Helena, MT - #339)

PC #: 613

Public Concern: The FS should consider permit hunting and seasonal travel restrictions to meet road density standards.

Sample Statement:

...there are reasonable alternatives including permit hunting and seasonal travel restrictions that can better accomplish the outcome sought by reduced road and trail densities. NEPA requires consideration and implementation of all reasonable alternatives. Not considering and implementing reasonable alternatives demonstrates a prejudice in the process. (Recreational, Helena, MT - #339)

PC #: 619

Public Concern: The FS should consider trail closures and seasonal road closures with input and review from OHV recreationists that account for maximum OHV opportunities, winter OHV use, hunting seasons, and resource protection.

Sample Statement:

Implement seasonal closures, where required, with input and review by OHV recreationists that will: (1) provide the maximum amount of OHV recreational opportunity during the summer recreation season in order to disperse all forms of trail use and thus minimize impacts to trail users; (2) provide winter OHV recreation opportunities in low-elevation areas that are not critical winter game range; (3) provide OHV recreation and access during hunting season by keeping major roads and OHV loops open while closing spur roads and trails necessary to provide reasonable protection of game populations and a reasonable hunting experience; and (4) provide OHV recreation opportunities during spring months in all areas where erosion and wildlife calving conditions reasonably allow. 10. Existing seasonal closures tend to separate the motorized and non-motorized peak use seasons. One size does not necessarily fit every circumstance but standardize or simplify seasonal closure dates as much as possible. The number of different closures periods should be kept to a maximum of two, if possible, in order to avoid confusion and resulting misunderstandings. 11. Motorized recreationists would be willing to accept area closure when necessary to protect the natural environment in exchange for a reasonable network of OHV roads and trails. 12. In areas where OHVs must use a roadway, travel management plans should include the designation of dual-use roads to allow OHV's to move from one trail segment to another. 13. Provide open or play areas for motorized recreation opportunity and trials bikes where acceptable in selected areas. 14. Motorcycle trail riders enjoy riding single-track trails. Motorized single-track recreation trails are limited at this time and continue to decline. Some BLM and FS districts do not differentiate between ATV and motorcycle trails in their travel plans. Evaluations and travel plans should differentiate between ATV and motorcycle trails. Single-track trails (Recreational, Helena, MT - #339)

Sample Statement:

[CONT'D]26. Agencies are encouraged to seek outside review and input by OHV recreationists on all proposed management decisions affecting motorized recreation opportunities including closures. 27. Agencies are encouraged to

establish greater credibility with motorized recreationists by having motorized recreation planners on the interdisciplinary team and a board of motorized recreationists.28.Agencies are encouraged to align non-motorized area boundaries so that they do not encroach or eliminate trails located at the edge of the boundaries. 29.Agencies are encouraged to provide for motorized trails and vista points on the boundaries outside of the non-motorized areas so the motorized visitors can view those areas.30.Agencies are encouraged to establish OHV census collection points at road and trail collection points. Include an OHV category on all trail and road census sheets.31.Agencies are encouraged to treat hiking, horses and mountain bikes as a form of transportation, just as motorized recreation is a form of transportation.32. Agencies are encouraged to correct the signing at trailheads that suggests that motorized visitors are more damaging than other visitors. 33.Agencies are encouraged to keep trails in proposed non-motorized/wilderness/roadless areas open. Motorized-use on trails in these areas does not detract from the wild characteristics in the proposed non-motorized/wilderness area. Additionally, the Roadless Rule specifically allows for OHV activity in Roadless areas.34.Agencies are encouraged to provide good statistics on the level of use by the various public land visitors and use these statistics in the decision processes. 35.Agencies are encouraged to avoid the closure of trails to motorized use as the "easy way out" in dealing with issues created by non-motorized users. (Recreational, Helena, MT - #339)

PC #: 616

Public Concern: The FS should consider the cumulative impacts and environmental justice issues caused by the lack of regional and national motorized trails.

Sample Statement:

We request a network of national recreation trails for motorized visitors equivalent to the Continental Divide Trail (CDT), Pacific Crest Trail, National Recreation Trail and other national non-motorized trails that travel a long distance and interconnect with other forests. If motorized recreationists had trails of regional and national significance, they would see considerable use. Non-motorized recreationists have considerably more national trail recreation opportunities than motorized recreationists. We request that the needs of motorized recreationists for regional and national travelways be evaluated. We request an evaluation of the cumulative impacts and environmental justice issues surrounding the lack of regional and national motorized trails for motorized recreationists. We request that regional and national motorized recreational trails be identified and actions be taken to implement those trails. (Recreational, Helena, MT - #339)

PC #: 620

Public Concern: The FS should provide a reasonable network of motorized trails.

Sample Statement:

Implement seasonal closures, where required, with input and review by OHV recreationists that will: (1) provide the maximum amount of OHV recreational opportunity during the summer recreation season in order to disperse all forms of trail use and thus minimize impacts to trail users; (2) provide winter OHV recreation opportunities in low-elevation areas that are not critical winter game range; (3) provide OHV recreation and access during hunting season by keeping major roads and OHV loops open while closing spur roads and trails necessary to provide reasonable protection of game populations and a reasonable hunting experience; and (4) provide OHV recreation opportunities during spring months in all areas where erosion and wildlife calving conditions reasonably allow.10.Existing seasonal closures tend to separate the motorized and non-motorized peak use seasons. One size does not necessarily fit every circumstance but standardize or simplify seasonal closure dates as much as possible. The number of different closures periods should be kept to a maximum of two, if possible, in order to avoid confusion and resulting misunderstandings.11.Motorized recreationists would be willing to accept area closure when necessary to protect the natural environment in exchange for a reasonable network of OHV roads and trails. 12.In areas where OHVs must use a roadway, travel management plans should include the designation of dual-use roads to allow OHV's to move from one trail segment to another.13.Provide open or play areas for motorized recreation opportunity and trials bikes where acceptable in selected areas. 14.Motorcycle trail riders enjoy riding single-track trails. Motorized single-track recreation trails are limited at this time and continue to decline. Some BLM and FS districts do not differentiate between ATV and motorcycle trails in their travel plans. Evaluations and travel plans should differentiate between ATV and motorcycle trails. Single-track trails (Recreational, Helena, MT - #339)

PC #: 660

Public Concern: The FS should not add anymore road miles to the forest system, and timber harvest activities should use the existing system of roads.

Sample Statement:

Members of the Montana Wilderness Association agree that that each plan contains the following forest wide standards:(1) MOTOR VEHICLES ON LEGAL (SYSTEM) DESIGNATED ROUTES: All vehicles must remain on legally and publicly established roads and trails, patterned after Lolo Forest plan Standard #48. This would truly end cross-country travel and discourage OHV vandalism.(2) PROTECT AND RESTORE TRADITIONAL FOREST TRAILS: Off-road vehicles (ATVs) will be prohibited on traditional forest trails. ATVs may drive on roads managed for OHV traffic. (3) RECLAIM DAMAGED TRAILS: Trails damaged by off-highway vehicles will be fully restored to U S Forest Service standards for pack, saddle and hiking trails.(4) ROAD SYSTEM COMPLETE: No additional road miles may be added to the forest wide road system.

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Logging systems will utilize existing roads and new low impact access systems.(5) WILDLIFE HABITAT: Mountain goat and ungulate winter ranges, wolverine denning and rearing habitat and occupied grizzly habitats are not suitable for motorized traffic. Travel planning must consider the habitat needs of all wildlife, not just listed species (see 36 CFR 295.2)(6) WINTER RECREATION PLAN: Each forest will develop and carry out a winter recreation plan identifying areas for quiet winter recreation, areas for undisturbed wildlife habitat and areas and routes suitable for snowmobile use, in keeping with 36 CFR 295. (Preservation/Conservation, Helena, MT - #526)

PC #: 687

Public Concern: The FS should not reduce recreational trails and play areas.

Sample Statement:

Comment 29 continued: Require Forest Service to keep and maintain roads. This can be done by the forest products industry if the Forest Service will only put up timber sales. Require that the entire public forest is open. Make roads built for logging permanent not temporary. Publish for public comment and open process all proposals to close roads. No instantaneous closing of roads. Stop all decommissioning of roads. Roads need to be maintained (either gated closed or open) to have access for fire fighting, human emergency, logging, recreation, etc. Spend funds on other priorities other than on decommissioning roads which is counterproductive. It would be wiser to spend the \$7000 per mile to decommission roads on other important issues such as fighting fires, etc. We spent \$3 million so far and now we have another \$3 million to spend to decommission another 379 miles. Yet we hear Forest Service has no funds for other projects (i.e. trail maintenance, forest fires).Do not decommission any roads without evaluating the use of the road for fire control and prevention, economic and recreational use. Roads: Do not rip out roads; gate or barrier if you must. Identify a system of roads necessary for interface fire protection. Identify roads most valuable for recreation and forest management and administration that is most effective with road maintenance dollars. (Place Based Groups, No Address - #967)

PC #: 625

Public Concern: The FS should provide motorized loop trail systems to lessen user encounters and provide more desirable recreational experiences.

Sample Statement:

[CONT'D]that are not appropriate for ATV use should be kept open for motorcycle use. The number of "single track" motorcycle trails that motorcycle riders seek has been significantly reduced over the last 35 years.15. The integrity of the "loop" trail system should be maintained. Loop systems minimize the number of on-trail encounters because non-motorized trail users don't encounter motorized users going both directions, as they do on non-loop trails. Loop trails also offer trail users a more desirable recreational experience. Agencies are encouraged to provide opportunity for "motorized loop trail systems" to lessen impacts and to provide a better recreational experience. Spurs are useful for exploration and reaching destinations.16. Agencies are encouraged to allow use of specific roads for OHVs that are not licensed for the street use in order to develop a network of roads that tie OHV trails together.17. Agencies are encouraged to utilize standardized trail signing and marking in order to lessen confusion. Trails closed unless otherwise marked open are not reasonable. Trails, when closed, should be signed with an official, legitimate reason. Monitoring should be implemented to justify the reasons stated.18. Agencies are encouraged to utilize all trail maintenance and upgrading management techniques, such as, bridging, puncheon, realignment, drains, and dips to prevent closure or loss of motorized trail use. Trails should not be closed because of a problem with a bad section of trail. The solution is to fix the problem area or reroute the trail, not to close it. If funding or manpower is a problem, then other resources should be looked to including local volunteer groups, state or national OHV funding. (Recreational, Helena, MT - #339)

PC #: 624

Public Concern: The FS should designate single track trails as not appropriate for ATV use, but should be kept open for motorcycles.

Sample Statement:

[CONT'D]that are not appropriate for ATV use should be kept open for motorcycle use. The number of "single track" motorcycle trails that motorcycle riders seek has been significantly reduced over the last 35 years.15. The integrity of the "loop" trail system should be maintained. Loop systems minimize the number of on-trail encounters because non-motorized trail users don't encounter motorized users going both directions, as they do on non-loop trails. Loop trails also offer trail users a more desirable recreational experience. Agencies are encouraged to provide opportunity for "motorized loop trail systems" to lessen impacts and to provide a better recreational experience. Spurs are useful for exploration and reaching destinations.16. Agencies are encouraged to allow use of specific roads for OHVs that are not licensed for the street use in order to develop a network of roads that tie OHV trails together.17. Agencies are encouraged to utilize standardized trail signing and marking in order to lessen confusion. Trails closed unless otherwise marked open are not reasonable. Trails, when closed, should be signed with an official, legitimate reason. Monitoring should be implemented to justify the reasons stated.18. Agencies are encouraged to utilize all trail maintenance and upgrading management techniques, such as, bridging, puncheon, realignment, drains, and dips to prevent closure or loss of motorized trail use. Trails should not be closed because of a problem with a bad section of trail. The solution is to fix the problem area or reroute the trail, not to close it. If funding or manpower is a problem, then other resources should be looked to including local volunteer groups, state or national OHV

funding. (Recreational, Helena, MT - #339)

PC #: 623

Public Concern: The FS should differentiate between ATV and motorcycle trails.

Sample Statement:

Implement seasonal closures, where required, with input and review by OHV recreationists that will: (1) provide the maximum amount of OHV recreational opportunity during the summer recreation season in order to disperse all forms of trail use and thus minimize impacts to trail users; (2) provide winter OHV recreation opportunities in low-elevation areas that are not critical winter game range; (3) provide OHV recreation and access during hunting season by keeping major roads and OHV loops open while closing spur roads and trails necessary to provide reasonable protection of game populations and a reasonable hunting experience; and (4) provide OHV recreation opportunities during spring months in all areas where erosion and wildlife calving conditions reasonably allow. 10. Existing seasonal closures tend to separate the motorized and non-motorized peak use seasons. One size does not necessarily fit every circumstance but standardize or simplify seasonal closure dates as much as possible. The number of different closures periods should be kept to a maximum of two, if possible, in order to avoid confusion and resulting misunderstandings. 11. Motorized recreationists would be willing to accept area closure when necessary to protect the natural environment in exchange for a reasonable network of OHV roads and trails. 12. In areas where OHVs must use a roadway, travel management plans should include the designation of dual-use roads to allow OHV's to move from one trail segment to another. 13. Provide open or play areas for motorized recreation opportunity and trials bikes where acceptable in selected areas. 14. Motorcycle trail riders enjoy riding single-track trails. Motorized single-track recreation trails are limited at this time and continue to decline. Some BLM and FS districts do not differentiate between ATV and motorcycle trails in their travel plans. Evaluations and travel plans should differentiate between ATV and motorcycle trails. Single-track trails (Recreational, Helena, MT - #339)

PC #: 622

Public Concern: The FS should provide play areas for motorized recreation.

Sample Statement:

Implement seasonal closures, where required, with input and review by OHV recreationists that will: (1) provide the maximum amount of OHV recreational opportunity during the summer recreation season in order to disperse all forms of trail use and thus minimize impacts to trail users; (2) provide winter OHV recreation opportunities in low-elevation areas that are not critical winter game range; (3) provide OHV recreation and access during hunting season by keeping major roads and OHV loops open while closing spur roads and trails necessary to provide reasonable protection of game populations and a reasonable hunting experience; and (4) provide OHV recreation opportunities during spring months in all areas where erosion and wildlife calving conditions reasonably allow. 10. Existing seasonal closures tend to separate the motorized and non-motorized peak use seasons. One size does not necessarily fit every circumstance but standardize or simplify seasonal closure dates as much as possible. The number of different closures periods should be kept to a maximum of two, if possible, in order to avoid confusion and resulting misunderstandings. 11. Motorized recreationists would be willing to accept area closure when necessary to protect the natural environment in exchange for a reasonable network of OHV roads and trails. 12. In areas where OHVs must use a roadway, travel management plans should include the designation of dual-use roads to allow OHV's to move from one trail segment to another. 13. Provide open or play areas for motorized recreation opportunity and trials bikes where acceptable in selected areas. 14. Motorcycle trail riders enjoy riding single-track trails. Motorized single-track recreation trails are limited at this time and continue to decline. Some BLM and FS districts do not differentiate between ATV and motorcycle trails in their travel plans. Evaluations and travel plans should differentiate between ATV and motorcycle trails. Single-track trails (Recreational, Helena, MT - #339)

PC #: 621

Public Concern: The FS should designate dual use roads to allow OHVs to move from one trail to another.

Sample Statement:

Implement seasonal closures, where required, with input and review by OHV recreationists that will: (1) provide the maximum amount of OHV recreational opportunity during the summer recreation season in order to disperse all forms of trail use and thus minimize impacts to trail users; (2) provide winter OHV recreation opportunities in low-elevation areas that are not critical winter game range; (3) provide OHV recreation and access during hunting season by keeping major roads and OHV loops open while closing spur roads and trails necessary to provide reasonable protection of game populations and a reasonable hunting experience; and (4) provide OHV recreation opportunities during spring months in all areas where erosion and wildlife calving conditions reasonably allow. 10. Existing seasonal closures tend to separate the motorized and non-motorized peak use seasons. One size does not necessarily fit every circumstance but standardize or simplify seasonal closure dates as much as possible. The number of different closures periods should be kept to a maximum of two, if possible, in order to avoid confusion and resulting misunderstandings. 11. Motorized recreationists would be willing to accept area closure when necessary to protect the natural environment in exchange for a reasonable network of OHV roads and trails. 12. In areas where OHVs must use a roadway, travel management plans should include the designation of dual-use roads to allow OHV's to move from one trail segment to another. 13. Provide open or play areas for motorized recreation opportunity and trials bikes where acceptable in selected areas. 14. Motorcycle trail riders enjoy riding single-track trails. Motorized single-track recreation trails are limited at this time and continue to decline. Some BLM and FS districts do not

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differentiate between ATV and motorcycle trails in their travel plans. Evaluations and travel plans should differentiate between ATV and motorcycle trails. Single-track trails (Recreational, Helena, MT - #339)

PC #: 629

Public Concern: The FS should actively maintain trails to avoid closure to motorized use.

Sample Statement:

[CONT'D]that are not appropriate for ATV use should be kept open for motorcycle use. The number of "single track" motorcycle trails that motorcycle riders seek has been significantly reduced over the last 35 years.¹⁵ The integrity of the "loop" trail system should be maintained. Loop systems minimize the number of on-trail encounters because non-motorized trail users don't encounter motorized users going both directions, as they do on non-loop trails. Loop trails also offer trail users a more desirable recreational experience. Agencies are encouraged to provide opportunity for "motorized loop trail systems" to lessen impacts and to provide a better recreational experience. Spurs are useful for exploration and reaching destinations.¹⁶ Agencies are encouraged to allow use of specific roads for OHVs that are not licensed for the street use in order to develop a network of roads that tie OHV trails together.¹⁷ Agencies are encouraged to utilize standardized trail signing and marking in order to lessen confusion. Trails closed unless otherwise marked open are not reasonable. Trails, when closed, should be signed with an official, legitimate reason. Monitoring should be implemented to justify the reasons stated.¹⁸ Agencies are encouraged to utilize all trail maintenance and upgrading management techniques, such as, bridging, puncheon, realignment, drains, and dips to prevent closure or loss of motorized trail use. Trails should not be closed because of a problem with a bad section of trail. The solution is to fix the problem area or reroute the trail, not to close it. If funding or manpower is a problem, then other resources should be looked to including local volunteer groups, state or national OHV funding. (Recreational, Helena, MT - #339)

PC #: 662

Public Concern: The FS should consider all wildlife habitat needs in travel planning.

Sample Statement:

Members of the Montana Wilderness Association agree that that each plan contains the following forest wide standards:(1) MOTOR VEHICLES ON LEGAL (SYSTEM) DESIGNATED ROUTES: All vehicles must remain on legally and publicly established roads and trails, patterned after Lolo Forest plan Standard #48. This would truly end cross-country travel and discourage OHV vandalism.(2) PROTECT AND RESTORE TRADITIONAL FOREST TRAILS: Off-road vehicles (ATVs) will be prohibited on traditional forest trails. ATVs may drive on roads managed for OHV traffic. (3) RECLAIM DAMAGED TRAILS: Trails damaged by off-highway vehicles will be fully restored to U S Forest Service standards for pack, saddle and hiking trails.(4) ROAD SYSTEM COMPLETE: No additional road miles may be added to the forest wide road system. Logging systems will utilize existing roads and new low impact access systems.(5) WILDLIFE HABITAT: Mountain goat and ungulate winter ranges, wolverine denning and rearing habitat and occupied grizzly habitats are not suitable for motorized traffic. Travel planning must consider the habitat needs of all wildlife, not just listed species (see 36 CFR 295.2)(6) WINTER RECREATION PLAN: Each forest will develop and carry out a winter recreation plan identifying areas for quiet winter recreation, areas for undisturbed wildlife habitat and areas and routes suitable for snowmobile use, in keeping with 36 CFR 295. (Preservation/Conservation, Helena, MT - #526)

PC #: 628

Public Concern: The FS should monitor the effects of trail closures to validate the reasons for the decision.

Sample Statement:

[CONT'D]that are not appropriate for ATV use should be kept open for motorcycle use. The number of "single track" motorcycle trails that motorcycle riders seek has been significantly reduced over the last 35 years.¹⁵ The integrity of the "loop" trail system should be maintained. Loop systems minimize the number of on-trail encounters because non-motorized trail users don't encounter motorized users going both directions, as they do on non-loop trails. Loop trails also offer trail users a more desirable recreational experience. Agencies are encouraged to provide opportunity for "motorized loop trail systems" to lessen impacts and to provide a better recreational experience. Spurs are useful for exploration and reaching destinations.¹⁶ Agencies are encouraged to allow use of specific roads for OHVs that are not licensed for the street use in order to develop a network of roads that tie OHV trails together.¹⁷ Agencies are encouraged to utilize standardized trail signing and marking in order to lessen confusion. Trails closed unless otherwise marked open are not reasonable. Trails, when closed, should be signed with an official, legitimate reason. Monitoring should be implemented to justify the reasons stated.¹⁸ Agencies are encouraged to utilize all trail maintenance and upgrading management techniques, such as, bridging, puncheon, realignment, drains, and dips to prevent closure or loss of motorized trail use. Trails should not be closed because of a problem with a bad section of trail. The solution is to fix the problem area or reroute the trail, not to close it. If funding or manpower is a problem, then other resources should be looked to including local volunteer groups, state or national OHV funding. (Recreational, Helena, MT - #339)

PC #: 638

Public Concern: The FS should have a motorized recreation planner on the IDT, as well as a board of motorized recreationists.

Sample Statement:

[CONT'D]26. Agencies are encouraged to seek outside review and input by OHV recreationists on all proposed management decisions affecting motorized recreation opportunities including closures. 27. Agencies are encouraged to establish greater credibility with motorized recreationists by having motorized recreation planners on the interdisciplinary team and a board of motorized recreationists. 28. Agencies are encouraged to align non-motorized area boundaries so that they do not encroach or eliminate trails located at the edge of the boundaries. 29. Agencies are encouraged to provide for motorized trails and vista points on the boundaries outside of the non-motorized areas so the motorized visitors can view those areas. 30. Agencies are encouraged to establish OHV census collection points at road and trail collection points. Include an OHV category on all trail and road census sheets. 31. Agencies are encouraged to treat hiking, horses and mountain bikes as a form of transportation, just as motorized recreation is a form of transportation. 32. Agencies are encouraged to correct the signing at trailheads that suggests that motorized visitors are more damaging than other visitors. 33. Agencies are encouraged to keep trails in proposed non-motorized/wilderness/roadless areas open. Motorized-use on trails in these areas does not detract from the wild characteristics in the proposed non-motorized/wilderness area. Additionally, the Roadless Rule specifically allows for OHV activity in Roadless areas. 34. Agencies are encouraged to provide good statistics on the level of use by the various public land visitors and use these statistics in the decision processes. 35. Agencies are encouraged to avoid the closure of trails to motorized use as the "easy way out" in dealing with issues created by non-motorized users. (Recreational, Helena, MT - #339)

PC #: 618

Public Concern: The FS should: 1) Keep all existing trails open to motorized use. 2) Add all non-system roads and trails to the system. 3) Provide trailheads for motorized use that are close to urban areas or on the boundary. 4) Use motorized trails to connect urban areas with public lands. 5) Consider a long distance trail similar to the Paiute ATV trail in Utah.

Sample Statement:

1. Agencies are encouraged to keep all existing trail systems open to motorized visitors. 2. Agencies are encouraged to add all existing road and trails that are not on the trail system inventory to the roads and trail inventory. 3. Agencies are encouraged to return trails that used to be on trail inventories to the current inventory. 4. Where possible, agencies are encouraged to provide trailheads for motorized trails that are convenient to urban areas. 5. Where possible, agencies are encouraged to provide trailheads for motorized trails that are located at the boundary of urban areas and trails that connect urban areas to public lands and form motorized recreation opportunities similar to the Paiute Trail in Utah. (Recreational, Helena, MT - #339)

PC #: 659

Public Concern: The FS should reclaim trails damaged by OHVs to meet standards for horseback riding and hiking.

Sample Statement:

Members of the Montana Wilderness Association agree that that each plan contains the following forest wide standards: (1) MOTOR VEHICLES ON LEGAL (SYSTEM) DESIGNATED ROUTES: All vehicles must remain on legally and publicly established roads and trails, patterned after Lolo Forest plan Standard #48. This would truly end cross-country travel and discourage OHV vandalism. (2) PROTECT AND RESTORE TRADITIONAL FOREST TRAILS: Off-road vehicles (ATVs) will be prohibited on traditional forest trails. ATVs may drive on roads managed for OHV traffic. (3) RECLAIM DAMAGED TRAILS: Trails damaged by off-highway vehicles will be fully restored to U S Forest Service standards for pack, saddle and hiking trails. (4) ROAD SYSTEM COMPLETE: No additional road miles may be added to the forest wide road system. Logging systems will utilize existing roads and new low impact access systems. (5) WILDLIFE HABITAT: Mountain goat and ungulate winter ranges, wolverine denning and rearing habitat and occupied grizzly habitats are not suitable for motorized traffic. Travel planning must consider the habitat needs of all wildlife, not just listed species (see 36 CFR 295.2) (6) WINTER RECREATION PLAN: Each forest will develop and carry out a winter recreation plan identifying areas for quiet winter recreation, areas for undisturbed wildlife habitat and areas and routes suitable for snowmobile use, in keeping with 36 CFR 295. (Preservation/Conservation, Helena, MT - #526)

PC #: 658

Public Concern: The FS should prohibit OHVs on traditional forest trails, but allow them on roads managed for OHVs.

Sample Statement:

Members of the Montana Wilderness Association agree that that each plan contains the following forest wide standards:(1) MOTOR VEHICLES ON LEGAL (SYSTEM) DESIGNATED ROUTES: All vehicles must remain on legally and publicly established roads and trails, patterned after Lolo Forest plan Standard #48. This would truly end cross-country travel and discourage OHV vandalism.(2) PROTECT AND RESTORE TRADITIONAL FOREST TRAILS: Off-road vehicles (ATVs) will be prohibited on traditional forest trails. ATVs may drive on roads managed for OHV traffic. (3) RECLAIM DAMAGED TRAILS: Trails damaged by off-highway vehicles will be fully restored to U S Forest Service standards for pack, saddle and hiking trails.(4) ROAD SYSTEM COMPLETE: No additional road miles may be added to the forest wide road system. Logging systems will utilize existing roads and new low impact access systems.(5) WILDLIFE HABITAT: Mountain goat and ungulate winter ranges, wolverine denning and rearing habitat and occupied grizzly habitats are not suitable for motorized traffic. Travel planning must consider the habitat needs of all wildlife, not just listed species (see 36 CFR 295.2)(6) WINTER RECREATION PLAN: Each forest will develop and carry out a winter recreation plan identifying areas for quiet winter recreation, areas for undisturbed wildlife habitat and areas and routes suitable for snowmobile use, in keeping with 36 CFR 295. (Preservation/Conservation, Helena, MT - #526)

Sample Statement:

As the biological threats of roads and motorized vehicle uses are clear, motorized vehicles should be kept to roads. The plans should contain strong, enforceable, forest-wide standards to protect and manage remaining forest trails for traditional non-motorized uses. (Place Based Groups, Stanford, CA - #713)

PC #: 673

Public Concern: The FS should maintain unroaded areas to provide for grizzly bear recovery.

Sample Statement:

Action AM-F1-A1: (We propose to identify areas with the highest potential for OHV motorized use. Actual changes to existing designated routes would not occur until after future site-specific project level analysis was completed.) Add: We propose to identify established road systems and FS established designated trails with the highest potential for OHV motorized use. (Individual, Condon, MT - #638)

PC #: 665

Public Concern: The FS should inventory, designate, sign, and map all routes, regardless of their origin, and identify areas most suitable for motorized use.

Sample Statement:

BRC recommends the following approach to the route designation process: Adequate NEPA analysis includes inventory of all routes within the planning area, on the ground, regardless of origin of route. The inventory undergoes NEPA analysis for disposition of the route - existing, designated, closed. This analysis is particularly important for records of decision where areas move from "open" to "limited to designated" or "limited to existing" roads and trails. The disposition of the inventoried routes culminates in a map, installation of signs and information kiosks in the area, public notice of travel restrictions, information and education efforts, and enforcement of the travel restrictions. Signing will be prioritized based on enforcement needs. Some signs could indicate open road; some could indicate a closed road including barriers such as signs, gates, logs, rocks, brush piles, or segments offence. If there are areas found "most suitable" for OHV use, signs and maps could be used to "feature" or "highlight" these areas in order to encourage use in these appropriate areas. Educational signs and bulletins could likewise be used to discourage use in areas that have particular needs, especially seasonally. Pursuant to a tiered OHV management plan (site specific planning), roads and trails would be analyzed to evaluate and identify opportunities for trail or road construction and/or improvement, or specific areas where intensive OHV use may be appropriate. Site-specific planning and inventory will be prioritized into High Priority areas, Moderate Priority areas, and Low priority areas.- High Priority Areas are those areas that currently have a high level of OHV use that has resulted in documented resource damage and/or resource user conflict (social conflict is not a consideration). Site-specific planning will be initiated within 2 years of the Record of Decision (ROD). (Preservation/Conservation, Pocatello, ID - #545)

PC #: 655

Public Concern: The FS should enforce and monitor motorized use restrictions.

Sample Statement:

I feel more monies and personnel should be appropriated to monitoring and enforcing motorized restrictions. I, personally, have encountered numerous illegal ORV trails leading from roadsides. I have seen these illegal trails most prolifically in the Fish Creek area, the Hoodoo Pass area and the Gold Creek area, but I have seen these illegal trails in numerous other areas as well. The impacts from this illegal use are substantial and monitoring/enforcement of illegal motorized use rather easy

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since you can hear these things from a mile away. All it would take is one ranger to patrol large swaths of the LNF if all he/she was doing was enforcing motorized use restrictions. I think this should be a higher priority of the LNF than it has been in the past. (Individual, Missoula, MT - #360)

PC #: 681

Public Concern: The FS should set minimum levels of trail miles to be open for motorized and non-motorized use for each alternative.

Sample Statement:

Set minimum levels of acres and miles of trails to be open for the various motorized and non motorized recreation uses specified for each alternative and final Plan. Prescribed burns should be allowed only with the approval of the local County Health Board. (Place Based Groups, No Address - #967)

PC #: 690

Public Concern: The FS should incorporate the Flathead National Forest's 2B Management Area into the new forest plan.

Sample Statement:

Carry over all access from the current forest plan in 2B areas for motorized access in the new forest plan, and identify them. (Place Based Groups, No Address - #968)

PC #: 689

Public Concern:

Sample Statement:

Comment 29 continued: Require Forest Service to keep and maintain roads. This can be done by the forest products industry if the Forest Service will only put up timber sales. Require that the entire public forest is open. Make roads built for logging permanent not temporary. Publish for public comment and open process all proposals to close roads. No instantaneous closing of roads. Stop all decommissioning of roads. Roads need to be maintained (either gated closed or open) to have access for fire fighting, human emergency, logging, recreation, etc. Spend funds on other priorities other than on decommissioning roads which is counterproductive. It would be wiser to spend the \$7000 per mile to decommission roads on other important issues such as fighting fires, etc. We spent \$3 million so far and now we have another \$3 million to spend to decommission another 379 miles. Yet we hear Forest Service has no funds for other projects (i.e. trail maintenance, forest fires). Do not decommission any roads without evaluating the use of the road for fire control and prevention, economic and recreational use. Roads: Do not rip out roads; gate or barrier if you must. Identify a system of roads necessary for interface fire protection. Identify roads most valuable for recreation and forest management and administration that is most effective with road maintenance dollars. (Place Based Groups, No Address - #967)

PC #: 688

Public Concern: The FS should identify roads necessary or valuable for recreation, forest management, and interface fire protection.

Sample Statement:

Comment 29 continued: Require Forest Service to keep and maintain roads. This can be done by the forest products industry if the Forest Service will only put up timber sales. Require that the entire public forest is open. Make roads built for logging permanent not temporary. Publish for public comment and open process all proposals to close roads. No instantaneous closing of roads. Stop all decommissioning of roads. Roads need to be maintained (either gated closed or open) to have access for fire fighting, human emergency, logging, recreation, etc. Spend funds on other priorities other than on decommissioning roads which is counterproductive. It would be wiser to spend the \$7000 per mile to decommission roads on other important issues such as fighting fires, etc. We spent \$3 million so far and now we have another \$3 million to spend to decommission another 379 miles. Yet we hear Forest Service has no funds for other projects (i.e. trail maintenance, forest fires). Do not decommission any roads without evaluating the use of the road for fire control and prevention, economic and recreational use. Roads: Do not rip out roads; gate or barrier if you must. Identify a system of roads necessary for interface fire protection. Identify roads most valuable for recreation and forest management and administration that is most effective with road maintenance dollars. (Place Based Groups, No Address - #967)

PC #: 661

Public Concern: The FS should not allow motorized use in winter range, wolverine habitat, or occupied grizzly bear habitat.

Sample Statement:

Members of the Montana Wilderness Association agree that that each plan contains the following forest wide standards:(1) MOTOR VEHICLES ON LEGAL (SYSTEM) DESIGNATED ROUTES: All vehicles must remain on legally and publicly established roads and trails, patterned after Lolo Forest plan Standard #48. This would truly end cross-country travel and discourage OHV vandalism.(2) PROTECT AND RESTORE TRADITIONAL FOREST TRAILS: Off-road vehicles (ATVs) will be prohibited on traditional forest trails. ATVs may drive on roads managed for OHV traffic. (3) RECLAIM DAMAGED TRAILS: Trails damaged by off-highway vehicles will be fully restored to U S Forest Service standards for pack, saddle and hiking trails.(4) ROAD SYSTEM COMPLETE: No additional road miles may be added to the forest wide road system. Logging systems will utilize existing roads and new low impact access systems.(5) WILDLIFE HABITAT: Mountain goat and ungulate winter ranges, wolverine denning and rearing habitat and occupied grizzly habitats are not suitable for motorized traffic. Travel planning must consider the habitat needs of all wildlife, not just listed species (see 36 CFR 295.2)(6) WINTER RECREATION PLAN: Each forest will develop and carry out a winter recreation plan identifying areas for quiet winter recreation, areas for undisturbed wildlife habitat and areas and routes suitable for snowmobile use, in keeping with 36 CFR 295. (Preservation/Conservation, Helena, MT - #526)

PC #: 640

Public Concern: The FS should provide motorized trails and vista points on boundaries outside of non-motorized areas so that motorized users can view them.

Sample Statement:

[CONT'D]26.Agencies are encouraged to seek outside review and input by OHV recreationists on all proposed management decisions affecting motorized recreation opportunities including closures. 27.Agencies are encouraged to establish greater credibility with motorized recreationists by having motorized recreation planners on the interdisciplinary team and a board of motorized recreationists.28.Agencies are encouraged to align non-motorized area boundaries so that they do not encroach or eliminate trails located at the edge of the boundaries. 29.Agencies are encouraged to provide for motorized trails and vista points on the boundaries outside of the non-motorized areas so the motorized visitors can view those areas.30.Agencies are encouraged to establish OHV census collection points at road and trail collection points. Include an OHV category on all trail and road census sheets.31.Agencies are encouraged to treat hiking, horses and mountain bikes as a form of transportation, just as motorized recreation is a form of transportation.32. Agencies are encouraged to correct the signing at trailheads that suggests that motorized visitors are more damaging than other visitors. 33.Agencies are encouraged to keep trails in proposed non-motorized/wilderness/roadless areas open. Motorized-use on trails in these areas does not detract from the wild characteristics in the proposed non-motorized/wilderness area. Additionally, the Roadless Rule specifically allows for OHV activity in Roadless areas.34.Agencies are encouraged to provide good statistics on the level of use by the various public land visitors and use these statistics in the decision processes. 35.Agencies are encouraged to avoid the closure of trails to motorized use as the "easy way out" in dealing with issues created by non-motorized users. (Recreational, Helena, MT - #339)

PC #: 666

Public Concern: The FS should analyze roads and trails for construction and/or improvement, and for OHV use.

Sample Statement:

BRC recommends the following approach to the route designation process: Adequate NEPA analysis includes inventory of all routes within the planning area, on the ground, regardless of origin of route. The inventory undergoes NEPA analysis for disposition of the route - existing, designated, closed. This analysis is particularly important for records of decision where areas move from "open" to "limited to designated" or "limited to existing" roads and trails. The disposition of the inventoried routes culminates in a map, installation of signs and information kiosks in the area, public notice of travel restrictions, information and education efforts, and enforcement of the travel restrictions. Signing will be prioritized based on enforcement needs. Some signs could indicate open road; some could indicate a closed road including barriers such as signs, gates, logs, rocks, brush piles, or segments of fence. If there are areas found "most suitable" for OHV use, signs and maps could be used to "feature" or "highlight" these areas in order to encourage use in these appropriate areas. Educational signs and bulletins could likewise be used to discourage use in areas that have particular needs, especially seasonally. Pursuant to a tiered OHV management plan (site specific planning), roads and trails would be analyzed to evaluate and identify opportunities for trail or road construction and/or improvement, or specific areas where intensive OHV use may be appropriate. Site-specific planning and inventory will be prioritized into High Priority areas, Moderate Priority areas, and Low priority areas.- High Priority Areas are those areas that currently have a high level of OHV use that has resulted in documented resource damage and/or resource user conflict (social conflict is not a consideration). Site-specific planning will be initiated within 2 years of the Record of Decision (ROD). (Preservation/Conservation, Pocatello, ID - #545)

PC #: 667

Public Concern: The FS should prioritize OHV areas, based on use levels for site-specific planning.

Sample Statement:

BRC recommends the following approach to the route designation process: Adequate NEPA analysis includes inventory of all routes within the planning area, on the ground, regardless of origin of route. The inventory undergoes NEPA analysis for disposition of the route - existing, designated, closed. This analysis is particularly important for records of decision where areas move from "open" to "limited to designated" or "limited to existing" roads and trails. The disposition of the inventoried routes culminates in a map, installation of signs and information kiosks in the area, public notice of travel restrictions, information and education efforts, and enforcement of the travel restrictions. Signing will be prioritized based on enforcement needs. Some signs could indicate open road; some could indicate a closed road including barriers such as signs, gates, logs, rocks, brush piles, or segments offence. If there are areas found "most suitable" for OHV use, signs and maps could be used to "feature" or "highlight" these areas in order to encourage use in these appropriate areas. Educational signs and bulletins could likewise be used to discourage use in areas that have particular needs, especially seasonally. Pursuant to a tiered OHV management plan (site specific planning), roads and trails would be analyzed to evaluate and identify opportunities for trail or road construction and/or improvement, or specific areas where intensive OHV use may be appropriate. Site-specific planning and inventory will be prioritized into High Priority areas, Moderate Priority areas, and Low priority areas.- High Priority Areas are those areas that currently have a high level of OHV use that has resulted in documented resource damage and/or resource user conflict (social conflict is not a consideration). Site-specific planning will be initiated within 2 years of the Record of Decision (ROD). (Preservation/Conservation, Pocatello, ID - #545)

Sample Statement:

[Cont. from comment 10]- Moderate Priority Areas are those areas that have moderate OHV use. Site-specific planning will be initiated within 5 years of the ROD.- Low Priority Areas as those areas with minimal OHV use, with the exception of hunting seasons, and are somewhat remote. There are no specific requirements for initiation of site-specific planning for these areas. Note on inventory process The agency is strongly encouraged to work cooperatively with volunteer organizations on inventory of roads and trails, regardless of whether that inventory is done concurrent with planning or done on an interim basis prior to planning. Such cooperation includes education, workshops, and utilization of user-friendly global positioning software to convert data recorded by users with low GPS units to agency data needs, i.e. software such as OziExplorer. (Preservation/Conservation, Pocatello, ID - #545)

PC #: 668

Public Concern: The FS should work with volunteers on road and trail inventory.

Sample Statement:

[Cont. from comment 10]- Moderate Priority Areas are those areas that have moderate OHV use. Site-specific planning will be initiated within 5 years of the ROD.- Low Priority Areas as those areas with minimal OHV use, with the exception of hunting seasons, and are somewhat remote. There are no specific requirements for initiation of site-specific planning for these areas. Note on inventory process The agency is strongly encouraged to work cooperatively with volunteer organizations on inventory of roads and trails, regardless of whether that inventory is done concurrent with planning or done on an interim basis prior to planning. Such cooperation includes education, workshops, and utilization of user-friendly global positioning software to convert data recorded by users with low GPS units to agency data needs, i.e. software such as OziExplorer. (Preservation/Conservation, Pocatello, ID - #545)

PC #: 669

Public Concern: The FS should develop travel-related alternatives with the objective of maximum roads and trails and all possible mitigation.

Sample Statement:

BRC requests that travel management alternatives be developed with the objective of including as many roads and trails as possible and addressing as many problems as possible by using all possible mitigation measures. Mitigation first, closure last. (Preservation/Conservation, Pocatello, ID - #545)

PC #: 670

Public Concern: The FS should incorporate education and service programs into travel planning.

Sample Statement:

Proper education programs and service programs must be an important focus of the Travel Plan. This emphasis should be a key part to avoiding social user conflicts by providing education to public lands visitors so they utilize the lands suitable for their mode of recreation. For instance, in order to reduce social conflict, the plan should provide for the education of pedestrian and equestrian users about the availability of areas that meet their recreation opportunity setting both in the Forest as well as on adjacent public lands or National Parks. (Preservation/Conservation, Pocatello, ID - #545)

PC #: 664

Public Concern: The FS should provide a variety of recreational experiences, and consider the proliferation of unplanned roads and trails.

Sample Statement:

FS should use valid recreational management principles, i.e., providing a variety of experiences, challenges, including 1 trails, trails to breathtaking views, connecting existing routes etc. Consider proliferation of new, unplanned roads and trails as signs of the recreation staff not keeping up with demand. Think, "transportation planning", not "travel management". Think in terms of providing recreational experience, not in terms of punishing the public for searching for such experience. (Preservation/Conservation, Pocatello, ID - #545)

PC #: 671

Public Concern: The FS should differentiate between ATV and motorcycle trails in travel planning.

Sample Statement:

Some FS and FS districts do not differentiate between ATV and motorcycle trails in their travel plans. Evaluations and travel plans should differentiate between ATV and motorcycle trails. (Preservation/Conservation, Pocatello, ID - #545)

PC #: 656

Public Concern: The FS should prohibit motorized use on all routes not specifically designated for such use.

Sample Statement:

The RFPs must adopt standards that would prohibit motorized travel on all routes not expressly created for specific designated uses as part of a past NEPA process. (Preservation/Conservation, Missoula, MT - #521)

PC #: 626

Public Concern: The FS should adopt a standardized trail marking system to minimize confusion.

Sample Statement:

[CONT'D]that are not appropriate for ATV use should be kept open for motorcycle use. The number of "single track" motorcycle trails that motorcycle riders seek has been significantly reduced over the last 35 years.¹⁵ The integrity of the "loop" trail system should be maintained. Loop systems minimize the number of on-trail encounters because non-motorized trail users don't encounter motorized users going both directions, as they do on non-loop trails. Loop trails also offer trail users a more desirable recreational experience. Agencies are encouraged to provide opportunity for "motorized loop trail systems" to lessen impacts and to provide a better recreational experience. Spurs are useful for exploration and reaching destinations.¹⁶ Agencies are encouraged to allow use of specific roads for OHVs that are not licensed for the street use in order to develop a network of roads that tie OHV trails together.¹⁷ Agencies are encouraged to utilize standardized trail signing and marking in order to lessen confusion. Trails closed unless otherwise marked open are not reasonable. Trails, when closed, should be signed with an official, legitimate reason. Monitoring should be implemented to justify the reasons stated.¹⁸ Agencies are encouraged to utilize all trail maintenance and upgrading management techniques, such as, bridging, punchon, realignment, drains, and dips to prevent closure or loss of motorized trail use. Trails should not be closed because of a problem with a bad section of trail. The solution is to fix the problem area or reroute the trail, not to close it. If funding or manpower is a problem, then other resources should be looked to including local volunteer groups, state or national OHV funding. (Recreational, Helena, MT - #339)

Sample Statement:

[CONT'D]³⁶ Agencies should recognize that many roads and trails were not originally laid out with recreation in mind and that changes should be made in some road and trail segments to address environmental and safety problems. In most cases, problems can be mitigated to a reasonable level and closures can be avoided.³⁷ Agencies are encouraged to recognize, in the form of access, groups who expend effort and money in maintaining and improving roads and trails.³⁸ Agencies are encouraged to promote multiple-use and not exclusive-use. Exclusive-use is the antithesis of public access and recreational opportunities within public lands. Management for exclusive-use runs counter to Congressional directives for multiple-use.³⁹ Agencies are encouraged to make Travel Plan maps more readily available. Vending machines could be placed in areas that are accessible at any time of the day or week at BLM and FS offices. ⁴⁰ Agencies are encouraged to publish all Travel Plan maps in the same format and in an easy to read format. The Travel Plan map and Visitors map should be the same. All visitors need to clearly understand what areas, roads or trails are open for motorized travel and what areas, trails, or roads are closed to motorized travel. Current maps lead to misunderstandings by both non-motorized and motorized visitors.⁴¹ Agencies are encouraged to implement a standard signing convention that is easily understood. For example, there are often misunderstandings about seasonal motor vehicle restrictions due to the "No" symbol with the actual closure period shown below in small text that is often not seen or understood. In this example, the road or trail is open except during the period below but it is often misinterpreted as closed. (Recreational, Helena, MT - #339)

PC #: 647

Public Concern: The FS should recognize that many roads were not designed for recreational use, and should be modified to address safety and environmental concerns.

Sample Statement:

[CONT'D]36. Agencies should recognize that many roads and trails were not originally laid out with recreation in mind and that changes should be made in some road and trail segments to address environmental and safety problems. In most cases, problems can be mitigated to a reasonable level and closures can be avoided. 37. Agencies are encouraged to recognize, in the form of access, groups who expend effort and money in maintaining and improving roads and trails. 38. Agencies are encouraged to promote multiple-use and not exclusive-use. Exclusive-use is the antithesis of public access and recreational opportunities within public lands. Management for exclusive-use runs counter to Congressional directives for multiple-use. 39. Agencies are encouraged to make Travel Plan maps more readily available. Vending machines could be placed in areas that are accessible at any time of the day or week at BLM and FS offices. 40. Agencies are encouraged to publish all Travel Plan maps in the same format and in an easy to read format. The Travel Plan map and Visitors map should be the same. All visitors need to clearly understand what areas, roads or trails are open for motorized travel and what areas, trails, or roads are closed to motorized travel. Current maps lead to misunderstandings by both non-motorized and motorized visitors. 41. Agencies are encouraged to implement a standard signing convention that is easily understood. For example, there are often misunderstandings about seasonal motor vehicle restrictions due to the "No" symbol with the actual closure period shown below in small text that is often not seen or understood. In this example, the road or trail is open except during the period below but it is often misinterpreted as closed. (Recreational, Helena, MT - #339)

PC #: 691

Public Concern: The FS should maintain access to manage big game numbers through hunting.

Sample Statement:

Wildlife management also depends on adequate motorized access. For example, the lack of adequate roads and motorized access for hunter access has led to reduced hunter success and reduced harvest of game animals and affected the overall number and balance of game animals. This in turn has led to the need for cow permits and special hunts. In order to be consistent with the Forest Plan and meet the goal of no net change in herd numbers requires no net change in hunter access which in turn justifies the current level of motorized roads and trails. (Recreational, Helena, MT - #339)

PC #: 641

Public Concern: The FS should establish OHV census points at road and trail collection points to gather OHV use data.

Sample Statement:

[CONT'D]26. Agencies are encouraged to seek outside review and input by OHV recreationists on all proposed management decisions affecting motorized recreation opportunities including closures. 27. Agencies are encouraged to establish greater credibility with motorized recreationists by having motorized recreation planners on the interdisciplinary team and a board of motorized recreationists. 28. Agencies are encouraged to align non-motorized area boundaries so that they do not encroach or eliminate trails located at the edge of the boundaries. 29. Agencies are encouraged to provide for motorized trails and vista points on the boundaries outside of the non-motorized areas so the motorized visitors can view those areas. 30. Agencies are encouraged to establish OHV census collection points at road and trail collection points. Include an OHV category on all trail and road census sheets. 31. Agencies are encouraged to treat hiking, horses and mountain bikes as a form of transportation, just as motorized recreation is a form of transportation. 32. Agencies are encouraged to correct the signing at trailheads that suggests that motorized visitors are more damaging than other visitors. 33. Agencies are encouraged to keep trails in proposed non-motorized/wilderness/roadless areas open. Motorized-use on trails in these areas does not detract from the wild characteristics in the proposed non-motorized/wilderness area. Additionally, the Roadless Rule specifically allows for OHV activity in Roadless areas. 34. Agencies are encouraged to provide good statistics on the level of use by the various public land visitors and use these statistics in the decision processes. 35. Agencies are encouraged to avoid the closure of trails to motorized use as the "easy way out" in dealing with issues created by non-motorized users. (Recreational, Helena, MT - #339)

PC #: 642

Public Concern: The FS should address hiking, horseback riding, and mountain biking as forms of transportation, just as motorized recreation is a form of transportation.

Sample Statement:

[CONT'D]26. Agencies are encouraged to seek outside review and input by OHV recreationists on all proposed

management decisions affecting motorized recreation opportunities including closures. 27. Agencies are encouraged to establish greater credibility with motorized recreationists by having motorized recreation planners on the interdisciplinary team and a board of motorized recreationists. 28. Agencies are encouraged to align non-motorized area boundaries so that they do not encroach or eliminate trails located at the edge of the boundaries. 29. Agencies are encouraged to provide for motorized trails and vista points on the boundaries outside of the non-motorized areas so the motorized visitors can view those areas. 30. Agencies are encouraged to establish OHV census collection points at road and trail collection points. Include an OHV category on all trail and road census sheets. 31. Agencies are encouraged to treat hiking, horses and mountain bikes as a form of transportation, just as motorized recreation is a form of transportation. 32. Agencies are encouraged to correct the signing at trailheads that suggests that motorized visitors are more damaging than other visitors. 33. Agencies are encouraged to keep trails in proposed non-motorized/wilderness/roadless areas open. Motorized-use on trails in these areas does not detract from the wild characteristics in the proposed non-motorized/wilderness area. Additionally, the Roadless Rule specifically allows for OHV activity in Roadless areas. 34. Agencies are encouraged to provide good statistics on the level of use by the various public land visitors and use these statistics in the decision processes. 35. Agencies are encouraged to avoid the closure of trails to motorized use as the "easy way out" in dealing with issues created by non-motorized users. (Recreational, Helena, MT - #339)

PC #: 643

Public Concern: The FS should correct signing at trailheads that suggest motorized visitors are more damaging than others.

Sample Statement:

[CONT'D] 26. Agencies are encouraged to seek outside review and input by OHV recreationists on all proposed management decisions affecting motorized recreation opportunities including closures. 27. Agencies are encouraged to establish greater credibility with motorized recreationists by having motorized recreation planners on the interdisciplinary team and a board of motorized recreationists. 28. Agencies are encouraged to align non-motorized area boundaries so that they do not encroach or eliminate trails located at the edge of the boundaries. 29. Agencies are encouraged to provide for motorized trails and vista points on the boundaries outside of the non-motorized areas so the motorized visitors can view those areas. 30. Agencies are encouraged to establish OHV census collection points at road and trail collection points. Include an OHV category on all trail and road census sheets. 31. Agencies are encouraged to treat hiking, horses and mountain bikes as a form of transportation, just as motorized recreation is a form of transportation. 32. Agencies are encouraged to correct the signing at trailheads that suggests that motorized visitors are more damaging than other visitors. 33. Agencies are encouraged to keep trails in proposed non-motorized/wilderness/roadless areas open. Motorized-use on trails in these areas does not detract from the wild characteristics in the proposed non-motorized/wilderness area. Additionally, the Roadless Rule specifically allows for OHV activity in Roadless areas. 34. Agencies are encouraged to provide good statistics on the level of use by the various public land visitors and use these statistics in the decision processes. 35. Agencies are encouraged to avoid the closure of trails to motorized use as the "easy way out" in dealing with issues created by non-motorized users. (Recreational, Helena, MT - #339)

PC #: 635

Public Concern: The FS should avoid yearlong trail closures if wildlife concerns are valid only during certain seasons.

Sample Statement:

[CONT'D] 19. Agencies are encouraged to develop OHV programs that address more than law enforcement needs. OHV programs should actively promote the development, enhancement, and mitigation of OHV recreation opportunities. 20. Agencies are encouraged to develop and use State Trail Ranger Programs similar to Idaho's program through the State OHV Fund, as well as volunteer trail maintenance programs. 21. Agencies are encouraged to clear trails early in the year to insure maximum availability and reduction of diversion damage caused by routing around obstacles. 22. Agencies are encouraged to avoid road and trail closures based on wildlife concerns except where negative wildlife impact can be specifically identified and documented. Motorized use on existing trails has little or no verified effect on game animal welfare. In fact, some of the areas more intensely visited by motorized visitors have experienced significant increases in wildlife populations; further substantiating the fact that motorized recreation does not create a significant impact on wildlife. 23. Agencies are encouraged to avoid yearlong trail closures if wildlife concerns are valid only during certain seasons. In these instances, closures should be seasonal only with the dates consistent with the requirements to protect wildlife. 24. Agencies are encouraged to avoid trail closures associated with other actions including timber sales, mining, and livestock grazing. Corrective action should be taken where trail closures in the past have resulted from these sorts of past actions. Loss of motorized trails because of past timber sales should be mitigated by connecting old and new travelways to create looped trail systems. 25. Agencies are encouraged to re-establish and/or relocate all trails and roads disturbed by other actions such as timber harvest, mining, and livestock grazing. (Recreational, Helena, MT - #339)

PC #: 634

Public Concern: The FS should avoid trail closures, based on undocumented wildlife impacts.

Sample Statement:

[CONT'D]19.Agencies are encouraged to develop OHV programs that address more than law enforcement needs. OHV programs should actively promote the development, enhancement, and mitigation of OHV recreation opportunities. 20.Agencies are encouraged to develop and use State Trail Ranger Programs similar to Idaho's program through the State OHV Fund, as well as volunteer trail maintenance programs.21.Agencies are encouraged to clear trails early in the year to insure maximum availability and reduction of diversion damage caused by routing around obstacles.22.Agencies are encouraged to avoid road and trail closures based on wildlife concerns except where negative wildlife impact can be specifically identified and documented. Motorized use on existing trails has little or no verified effect on game animal welfare. In fact, some of the areas more intensely visited by motorized visitors have experienced significant increases in wildlife populations; further substantiating the fact that motorized recreation does not create a significant impact on wildlife. 23.Agencies are encouraged to avoid yearlong trail closures if wildlife concerns are valid only during certain seasons. In these instances, closures should be seasonal only with the dates consistent with the requirements to protect wildlife. 24.Agencies are encouraged to avoid trail closures associated with other actions including timber sales, mining, and livestock grazing. Corrective action should be taken where trail closures in the past have resulted from these sorts of past actions. Loss of motorized trails because of past timber sales should be mitigated by connecting old and new travelways to create looped trail systems.25.Agencies are encouraged to re-establish and/or relocate all trails and roads disturbed by other actions such as timber harvest, mining, and livestock grazing. (Recreational, Helena, MT - #339)

PC #: 633

Public Concern: The FS should clear trails early in the year to avoid resource impacts.

Sample Statement:

[CONT'D]19.Agencies are encouraged to develop OHV programs that address more than law enforcement needs. OHV programs should actively promote the development, enhancement, and mitigation of OHV recreation opportunities. 20.Agencies are encouraged to develop and use State Trail Ranger Programs similar to Idaho's program through the State OHV Fund, as well as volunteer trail maintenance programs.21.Agencies are encouraged to clear trails early in the year to insure maximum availability and reduction of diversion damage caused by routing around obstacles.22.Agencies are encouraged to avoid road and trail closures based on wildlife concerns except where negative wildlife impact can be specifically identified and documented. Motorized use on existing trails has little or no verified effect on game animal welfare. In fact, some of the areas more intensely visited by motorized visitors have experienced significant increases in wildlife populations; further substantiating the fact that motorized recreation does not create a significant impact on wildlife. 23.Agencies are encouraged to avoid yearlong trail closures if wildlife concerns are valid only during certain seasons. In these instances, closures should be seasonal only with the dates consistent with the requirements to protect wildlife. 24.Agencies are encouraged to avoid trail closures associated with other actions including timber sales, mining, and livestock grazing. Corrective action should be taken where trail closures in the past have resulted from these sorts of past actions. Loss of motorized trails because of past timber sales should be mitigated by connecting old and new travelways to create looped trail systems.25.Agencies are encouraged to re-establish and/or relocate all trails and roads disturbed by other actions such as timber harvest, mining, and livestock grazing. (Recreational, Helena, MT - #339)

PC #: 632

Public Concern: The FS should develop and use State Trail Ranger programs similar to Idaho's program, through the State OHV Fund and volunteer programs.

Sample Statement:

[CONT'D]19.Agencies are encouraged to develop OHV programs that address more than law enforcement needs. OHV programs should actively promote the development, enhancement, and mitigation of OHV recreation opportunities. 20.Agencies are encouraged to develop and use State Trail Ranger Programs similar to Idaho's program through the State OHV Fund, as well as volunteer trail maintenance programs.21.Agencies are encouraged to clear trails early in the year to insure maximum availability and reduction of diversion damage caused by routing around obstacles.22.Agencies are encouraged to avoid road and trail closures based on wildlife concerns except where negative wildlife impact can be specifically identified and documented. Motorized use on existing trails has little or no verified effect on game animal welfare. In fact, some of the areas more intensely visited by motorized visitors have experienced significant increases in wildlife populations; further substantiating the fact that motorized recreation does not create a significant impact on wildlife. 23.Agencies are encouraged to avoid yearlong trail closures if wildlife concerns are valid only during certain seasons. In these instances, closures should be seasonal only with the dates consistent with the requirements to protect wildlife. 24.Agencies are encouraged to avoid trail closures associated with other actions including timber sales, mining, and livestock grazing. Corrective action should be taken where trail closures in the past have resulted from these sorts of past actions. Loss of motorized trails because of past timber sales should be mitigated by connecting old and new travelways to create looped trail systems.25.Agencies are encouraged to re-establish and/or relocate all trails and roads disturbed by other actions such as timber harvest, mining, and livestock grazing. (Recreational, Helena, MT - #339)

PC #: 631

Public Concern: The FS should promote the development, enhancement, and mitigation of OHV recreation opportunities, and focus on law enforcement as well.

Sample Statement:

[CONT'D]19. Agencies are encouraged to develop OHV programs that address more than law enforcement needs. OHV programs should actively promote the development, enhancement, and mitigation of OHV recreation opportunities. 20. Agencies are encouraged to develop and use State Trail Ranger Programs similar to Idaho's program through the State OHV Fund, as well as volunteer trail maintenance programs. 21. Agencies are encouraged to clear trails early in the year to insure maximum availability and reduction of diversion damage caused by routing around obstacles. 22. Agencies are encouraged to avoid road and trail closures based on wildlife concerns except where negative wildlife impact can be specifically identified and documented. Motorized use on existing trails has little or no verified effect on game animal welfare. In fact, some of the areas more intensely visited by motorized visitors have experienced significant increases in wildlife populations; further substantiating the fact that motorized recreation does not create a significant impact on wildlife. 23. Agencies are encouraged to avoid yearlong trail closures if wildlife concerns are valid only during certain seasons. In these instances, closures should be seasonal only with the dates consistent with the requirements to protect wildlife. 24. Agencies are encouraged to avoid trail closures associated with other actions including timber sales, mining, and livestock grazing. Corrective action should be taken where trail closures in the past have resulted from these sorts of past actions. Loss of motorized trails because of past timber sales should be mitigated by connecting old and new travelways to create looped trail systems. 25. Agencies are encouraged to re-establish and/or relocate all trails and roads disturbed by other actions such as timber harvest, mining, and livestock grazing. (Recreational, Helena, MT - #339)

PC #: 630

Public Concern: The FS should utilize resources such as volunteers and alternative funding sources for trail maintenance.

Sample Statement:

[CONT'D]that are not appropriate for ATV use should be kept open for motorcycle use. The number of "single track" motorcycle trails that motorcycle riders seek has been significantly reduced over the last 35 years. 15. The integrity of the "loop" trail system should be maintained. Loop systems minimize the number of on-trail encounters because non-motorized trail users don't encounter motorized users going both directions, as they do on non-loop trails. Loop trails also offer trail users a more desirable recreational experience. Agencies are encouraged to provide opportunity for "motorized loop trail systems" to lessen impacts and to provide a better recreational experience. Spurs are useful for exploration and reaching destinations. 16. Agencies are encouraged to allow use of specific roads for OHVs that are not licensed for the street use in order to develop a network of roads that tie OHV trails together. 17. Agencies are encouraged to utilize standardized trail signing and marking in order to lessen confusion. Trails closed unless otherwise marked open are not reasonable. Trails, when closed, should be signed with an official, legitimate reason. Monitoring should be implemented to justify the reasons stated. 18. Agencies are encouraged to utilize all trail maintenance and upgrading management techniques, such as, bridging, puncheon, realignment, drains, and dips to prevent closure or loss of motorized trail use. Trails should not be closed because of a problem with a bad section of trail. The solution is to fix the problem area or reroute the trail, not to close it. If funding or manpower is a problem, then other resources should be looked to including local volunteer groups, state or national OHV funding. (Recreational, Helena, MT - #339)

PC #: 663

Public Concern: The FS should develop a winter recreation plan that allows quiet recreation, wildlife habitat, and snowmobile use.

Sample Statement:

Members of the Montana Wilderness Association agree that that each plan contains the following forest wide standards: (1) MOTOR VEHICLES ON LEGAL (SYSTEM) DESIGNATED ROUTES: All vehicles must remain on legally and publicly established roads and trails, patterned after Lolo Forest plan Standard #48. This would truly end cross-country travel and discourage OHV vandalism. (2) PROTECT AND RESTORE TRADITIONAL FOREST TRAILS: Off-road vehicles (ATVs) will be prohibited on traditional forest trails. ATVs may drive on roads managed for OHV traffic. (3) RECLAIM DAMAGED TRAILS: Trails damaged by off-highway vehicles will be fully restored to U S Forest Service standards for pack, saddle and hiking trails. (4) ROAD SYSTEM COMPLETE: No additional road miles may be added to the forest wide road system. Logging systems will utilize existing roads and new low impact access systems. (5) WILDLIFE HABITAT: Mountain goat and ungulate winter ranges, wolverine denning and rearing habitat and occupied grizzly habitats are not suitable for motorized traffic. Travel planning must consider the habitat needs of all wildlife, not just listed species (see 36 CFR 295.2)(6) WINTER RECREATION PLAN: Each forest will develop and carry out a winter recreation plan identifying areas for quiet winter recreation, areas for undisturbed wildlife habitat and areas and routes suitable for snowmobile use, in keeping with 36 CFR 295. (Preservation/Conservation, Helena, MT - #526)

PC #: 674

Public Concern: The FS should designate roads closed unless posted open.

Sample Statement:

We emphasize again here, all roads and trails should be CLOSED to motor vehicles unless signed open.
(Preservation/Conservation, Missoula, MT - #696)

PC #: 708

Public Concern: The FS should close specific roads and trails to all but foot and horse traffic if the goal is to reduce visitor and hunter numbers.

Sample Statement:

Since walking becomes difficult for some people as they age and becomes more so for more and more people as they grow older over succeeding decades, the forest trail and road closure philosophy is that people of all ages deserve as much and more consideration to be able to access our public lands as do the various wildlife we all hope to enjoy. Additional handicap access and hunting areas will be designated. Hunting season closures Closure of some specific roads and trails to all but foot or horseback travel will take place in instances when and where it is desirable to reduce total visitor/hunter numbers, and some trails and roads will be closed to motorized use during hunting seasons for the benefit of those who enjoy non-motorized hunting, but this practice will not be widespread. Roads and trails will generally be open except as earlier described.
(Business, Paradise, MT - #50)

PC #: 686

Public Concern: The FS should not split bear home ranges on ridgetops. Access roads should be used instead.

Sample Statement:

Conduct a public meeting with comments mandatory before any road closures are mandated. A majority vote should determine road status. List the reasons why a road is closed and review them once a year. If the need for closure is no longer valid, the road should be opened. Forest plans should not be amended without a public hearing process and concurrence by local elected officials that it will have no economic impact. Stop decommissioning roads and removing culverts. Remove all berms. Restore decommissioned roads and restore culverts or install rolling swales in place of them. Offer more timber sales with purchaser road maintenance. Close areas/roads/trails to all uses, not just motorized if wildlife security is critical. Do not split home ranges on ridge tops for bear security analysis areas. Split home ranges at access roads. No net loss for all recreational trails and play areas. If the Forest Service has to close anything they should replace it with equivalent quality and quantity of open use areas. (Place Based Groups, No Address - #967)

PC #: 706

Public Concern: The FS should close roads to cars and trucks during wet periods, but leave them open to motorcycles and ATVs.

Sample Statement:

Roads: Roads will be closed for wet and muddy conditions to cars and trucks, but left open to lightweight motorcycles and ATVs, which cause little impact. Wildlife solitude will be provided by closing roads during certain times of the year when the animal to be protected is there, but open when not there or in hibernation. (Business, Paradise, MT - #50)

PC #: 699

Public Concern: The FS should consider potential changes to Plum Creek ownership in terms of access, land uses, and expansion of the wildland urban interface.

Sample Statement:

Access is an important issue to the Seeley Lake community. The community makes extensive use of the surrounding National Forest, state, and Plum Creek lands. A significant concern is how the future status of Plum Creek lands may affect access, not only to the Plum Creek lands but potentially to public lands as well. We encourage the Forest Service to anticipate potential changes in Plum Creek ownership as you develop the plan revision. Changes in ownership could affect access, adjacent land uses, and a potential expansion of the Wildland-Urban Interface (WUI). (County Agency or Official, Seeley Lake, MT - #538)

PC #: 608

Public Concern: The FS should quantify and address the need for public access for motorized use.

Sample Statement:

Forest planning including travel management projects should be a process to quantify and address the needs of the public for motorized access and motorized recreational opportunities. Instead, it is approached in just the opposite direction as a closure process that ignores the needs of the public for motorized access and motorized recreational opportunities...A travel planning process has never resulted in increased recreational opportunities for motorized recreationists. The travel management process as currently practiced is not equitable because: (1) it does not adequately address the needs of the public for multiple-use recreational opportunities including motorized access and motorized recreation, and (2) it is deceptive to represent the process as a travel management process that will address the needs of the public when it is really just the opposite, i.e., a closure process that does not fairly and adequately address the needs of the public. We request that the process either be renamed to "Travel Closure Process" in order to end the deception of the public OR (as we strongly prefer) that the process be redirected to meet the needs of the public for a functional network of motorized roads and trails for access and recreation with practical and reasonable consideration of the environment (Recreational, Helena, MT - #339)

PC #: 698

Public Concern: The FS should address maintenance level 1-5 roads in the Roads Analysis process, as opposed to just 3-5 roads.

Sample Statement:

We would encourage the Forest Service to look at maintenance level 1-5 roads as part of this process, and not simply level 3-5 roads. We would also like to know the proposed schedule for completing the Roads Analysis process on each Forest. (Preservation/Conservation, Missoula, MT - #527)

PC #: 697

Public Concern: The FS should re-create roadless areas by decommissioning roads and routes.

Sample Statement:

Streamline the travel system We understand that the WMPZ plans to conduct an overdue Roads Analysis as part of the Forest plan revision process. The WMPZ should incorporate this analysis into the DEIS, so that proposed action alternatives are based on the capacity of the land to sustain the current system and what changes should be made to ensure long-term sustainability. We expect the alternatives to include four tactics for ensuring a sustainable travel system:--Eliminate excessive routes that are beyond either the capacity of the land or the capacity of Forest Service land managers and law enforcement officers to monitor.--Eliminate redundant routes which access the same area as another route which is more sustainable; --Eliminate unnecessary routes, including routes that have little administrative value;--Re-create roadless areas by decommissioning roads and routes. (Preservation/Conservation, Missoula, MT - #527)

PC #: 696

Public Concern: The FS should eliminate excessive, redundant, or unnecessary routes.

Sample Statement:

Streamline the travel system We understand that the WMPZ plans to conduct an overdue Roads Analysis as part of the Forest plan revision process. The WMPZ should incorporate this analysis into the DEIS, so that proposed action alternatives are based on the capacity of the land to sustain the current system and what changes should be made to ensure long-term sustainability. We expect the alternatives to include four tactics for ensuring a sustainable travel system:--Eliminate excessive routes that are beyond either the capacity of the land or the capacity of Forest Service land managers and law enforcement officers to monitor.--Eliminate redundant routes which access the same area as another route which is more sustainable; --Eliminate unnecessary routes, including routes that have little administrative value;--Re-create roadless areas by decommissioning roads and routes. (Preservation/Conservation, Missoula, MT - #527)

PC #: 644

Public Concern: The FS should keep trails open in non-motorized, wilderness, and roadless areas.

Sample Statement:

[CONT'D]26. Agencies are encouraged to seek outside review and input by OHV recreationists on all proposed management decisions affecting motorized recreation opportunities including closures. 27. Agencies are encouraged to

establish greater credibility with motorized recreationists by having motorized recreation planners on the interdisciplinary team and a board of motorized recreationists.28.Agencies are encouraged to align non-motorized area boundaries so that they do not encroach or eliminate trails located at the edge of the boundaries. 29.Agencies are encouraged to provide for motorized trails and vista points on the boundaries outside of the non-motorized areas so the motorized visitors can view those areas.30.Agencies are encouraged to establish OHV census collection points at road and trail collection points. Include an OHV category on all trail and road census sheets.31.Agencies are encouraged to treat hiking, horses and mountain bikes as a form of transportation, just as motorized recreation is a form of transportation.32. Agencies are encouraged to correct the signing at trailheads that suggests that motorized visitors are more damaging than other visitors. 33.Agencies are encouraged to keep trails in proposed non-motorized/wilderness/roadless areas open. Motorized-use on trails in these areas does not detract from the wild characteristics in the proposed non-motorized/wilderness area. Additionally, the Roadless Rule specifically allows for OHV activity in Roadless areas.34.Agencies are encouraged to provide good statistics on the level of use by the various public land visitors and use these statistics in the decision processes. 35.Agencies are encouraged to avoid the closure of trails to motorized use as the "easy way out" in dealing with issues created by non-motorized users. (Recreational, Helena, MT - #339)

PC #: 709

Public Concern: The FS should close some roads and trails to motorized use during hunting season to create more non-motorized hunting opportunities.

Sample Statement:

Since walking becomes difficult for some people as they age and becomes more so for more and more people as they grow older over succeeding decades, the forest trail and road closure philosophy is that people of all ages deserve as much and more consideration to be able to access our public lands as do the various wildlife we all hope to enjoy. Additional handicap access and hunting areas will be designated. Hunting season closures Closure of some specific roads and trails to all but foot or horseback travel will take place in instances when and where it is desirable to reduce total visitor/hunter numbers, and some trails and roads will be closed to motorized use during hunting seasons for the benefit of those who enjoy non-motorized hunting, but this practice will not be widespread. Roads and trails will generally be open except as earlier described. (Business, Paradise, MT - #50)

PC #: 646

Public Concern: The FS should avoid trail closures to motorized use in dealing with issues created by non-motorized users.

Sample Statement:

[CONT'D]26.Agencies are encouraged to seek outside review and input by OHV recreationists on all proposed management decisions affecting motorized recreation opportunities including closures. 27.Agencies are encouraged to establish greater credibility with motorized recreationists by having motorized recreation planners on the interdisciplinary team and a board of motorized recreationists.28.Agencies are encouraged to align non-motorized area boundaries so that they do not encroach or eliminate trails located at the edge of the boundaries. 29.Agencies are encouraged to provide for motorized trails and vista points on the boundaries outside of the non-motorized areas so the motorized visitors can view those areas.30.Agencies are encouraged to establish OHV census collection points at road and trail collection points. Include an OHV category on all trail and road census sheets.31.Agencies are encouraged to treat hiking, horses and mountain bikes as a form of transportation, just as motorized recreation is a form of transportation.32. Agencies are encouraged to correct the signing at trailheads that suggests that motorized visitors are more damaging than other visitors. 33.Agencies are encouraged to keep trails in proposed non-motorized/wilderness/roadless areas open. Motorized-use on trails in these areas does not detract from the wild characteristics in the proposed non-motorized/wilderness area. Additionally, the Roadless Rule specifically allows for OHV activity in Roadless areas.34.Agencies are encouraged to provide good statistics on the level of use by the various public land visitors and use these statistics in the decision processes. 35.Agencies are encouraged to avoid the closure of trails to motorized use as the "easy way out" in dealing with issues created by non-motorized users. (Recreational, Helena, MT - #339)

PC #: 707

Public Concern: The FS should designate handicap access and hunting areas.

Sample Statement:

Since walking becomes difficult for some people as they age and becomes more so for more and more people as they grow older over succeeding decades, the forest trail and road closure philosophy is that people of all ages deserve as much and more consideration to be able to access our public lands as do the various wildlife we all hope to enjoy. Additional handicap access and hunting areas will be designated. Hunting season closures Closure of some specific roads and trails to all but foot or horseback travel will take place in instances when and where it is desirable to reduce total visitor/hunter numbers, and some trails and roads will be closed to motorized use during hunting seasons for the benefit of those who enjoy non-motorized hunting, but this practice will not be widespread. Roads and trails will generally be open except as earlier described. (Business, Paradise, MT - #50)

PC #: 648

Public Concern: The FS should recognize that many roads are not designed for recreational use, and should be modified to address safety and environmental concerns.

Sample Statement:

[CONT'D]36. Agencies should recognize that many roads and trails were not originally laid out with recreation in mind and that changes should be made in some road and trail segments to address environmental and safety problems. In most cases, problems can be mitigated to a reasonable level and closures can be avoided. 37. Agencies are encouraged to recognize, in the form of access, groups who expend effort and money in maintaining and improving roads and trails. 38. Agencies are encouraged to promote multiple-use and not exclusive-use. Exclusive-use is the antithesis of public access and recreational opportunities within public lands. Management for exclusive-use runs counter to Congressional directives for multiple-use. 39. Agencies are encouraged to make Travel Plan maps more readily available. Vending machines could be placed in areas that are accessible at any time of the day or week at BLM and FS offices. 40. Agencies are encouraged to publish all Travel Plan maps in the same format and in an easy to read format. The Travel Plan map and Visitors map should be the same. All visitors need to clearly understand what areas, roads or trails are open for motorized travel and what areas, trails, or roads are closed to motorized travel. Current maps lead to misunderstandings by both non-motorized and motorized visitors. 41. Agencies are encouraged to implement a standard signing convention that is easily understood. For example, there are often misunderstandings about seasonal motor vehicle restrictions due to the "No" symbol with the actual closure period shown below in small text that is often not seen or understood. In this example, the road or trail is open except during the period below but it is often misinterpreted as closed. (Recreational, Helena, MT - #339)

PC #: 649

Public Concern: The FS should promote multiple use management in the planning process.

Sample Statement:

[CONT'D]36. Agencies should recognize that many roads and trails were not originally laid out with recreation in mind and that changes should be made in some road and trail segments to address environmental and safety problems. In most cases, problems can be mitigated to a reasonable level and closures can be avoided. 37. Agencies are encouraged to recognize, in the form of access, groups who expend effort and money in maintaining and improving roads and trails. 38. Agencies are encouraged to promote multiple-use and not exclusive-use. Exclusive-use is the antithesis of public access and recreational opportunities within public lands. Management for exclusive-use runs counter to Congressional directives for multiple-use. 39. Agencies are encouraged to make Travel Plan maps more readily available. Vending machines could be placed in areas that are accessible at any time of the day or week at BLM and FS offices. 40. Agencies are encouraged to publish all Travel Plan maps in the same format and in an easy to read format. The Travel Plan map and Visitors map should be the same. All visitors need to clearly understand what areas, roads or trails are open for motorized travel and what areas, trails, or roads are closed to motorized travel. Current maps lead to misunderstandings by both non-motorized and motorized visitors. 41. Agencies are encouraged to implement a standard signing convention that is easily understood. For example, there are often misunderstandings about seasonal motor vehicle restrictions due to the "No" symbol with the actual closure period shown below in small text that is often not seen or understood. In this example, the road or trail is open except during the period below but it is often misinterpreted as closed. (Recreational, Helena, MT - #339)

PC #: 650

Public Concern: The FS should combine visitor and travel maps to increase public understanding of travel on the national forests.

Sample Statement:

[CONT'D]36. Agencies should recognize that many roads and trails were not originally laid out with recreation in mind and that changes should be made in some road and trail segments to address environmental and safety problems. In most cases, problems can be mitigated to a reasonable level and closures can be avoided. 37. Agencies are encouraged to recognize, in the form of access, groups who expend effort and money in maintaining and improving roads and trails. 38. Agencies are encouraged to promote multiple-use and not exclusive-use. Exclusive-use is the antithesis of public access and recreational opportunities within public lands. Management for exclusive-use runs counter to Congressional directives for multiple-use. 39. Agencies are encouraged to make Travel Plan maps more readily available. Vending machines could be placed in areas that are accessible at any time of the day or week at BLM and FS offices. 40. Agencies are encouraged to publish all Travel Plan maps in the same format and in an easy to read format. The Travel Plan map and Visitors map should be the same. All visitors need to clearly understand what areas, roads or trails are open for motorized travel and what areas, trails, or roads are closed to motorized travel. Current maps lead to misunderstandings by both non-motorized and motorized visitors. 41. Agencies are encouraged to implement a standard signing convention that is easily understood. For example, there are often misunderstandings about seasonal motor vehicle restrictions due to the "No" symbol with the actual closure period shown below in small text that is often not seen or understood. In this example, the road or trail is open except during the period below but it is often misinterpreted as closed. (Recreational, Helena, MT - #339)

PC #: 651

Public Concern: The FS should coordinate with adjacent forests and BLM districts in travel planning and mapping.

Sample Statement:

[CONT'D]42. There needs to be better coordination between adjoining National Forest and BLM lands when making maps, laying out trails, and establishing travel plans. In some cases a trail is open in one jurisdiction but becomes closed when it crosses over the boundary to another jurisdiction resulting in an overall loss of motorized recreation opportunity.

43. Agencies should not use motorized access in areas closed to motorized access by the public because: (a) the public will see the tracks and could become upset that the motorized closure is being violated and/or (b) the public will see the tracks and conclude that motorized access is acceptable. 44. The difficulty of a particular route required can be identified by a signing system similar to ski runs so that recreationists are made aware of the skill levels required and so that a wide variety of routes for all skill levels can be enjoyed. 45. Winter ATV riding has become very popular and winter ATV areas should be considered as part of the proposed action. (Recreational, Helena, MT - #339)

PC #: 652

Public Concern: The FS should avoid administrative motorized use to avoid confusing the public about restrictions.

Sample Statement:

[CONT'D]42. There needs to be better coordination between adjoining National Forest and BLM lands when making maps, laying out trails, and establishing travel plans. In some cases a trail is open in one jurisdiction but becomes closed when it crosses over the boundary to another jurisdiction resulting in an overall loss of motorized recreation opportunity.

43. Agencies should not use motorized access in areas closed to motorized access by the public because: (a) the public will see the tracks and could become upset that the motorized closure is being violated and/or (b) the public will see the tracks and conclude that motorized access is acceptable. 44. The difficulty of a particular route required can be identified by a signing system similar to ski runs so that recreationists are made aware of the skill levels required and so that a wide variety of routes for all skill levels can be enjoyed. 45. Winter ATV riding has become very popular and winter ATV areas should be considered as part of the proposed action. (Recreational, Helena, MT - #339)

PC #: 653

Public Concern: The FS should include required skill levels for the trail signing system.

Sample Statement:

[CONT'D]42. There needs to be better coordination between adjoining National Forest and BLM lands when making maps, laying out trails, and establishing travel plans. In some cases a trail is open in one jurisdiction but becomes closed when it crosses over the boundary to another jurisdiction resulting in an overall loss of motorized recreation opportunity.

43. Agencies should not use motorized access in areas closed to motorized access by the public because: (a) the public will see the tracks and could become upset that the motorized closure is being violated and/or (b) the public will see the tracks and conclude that motorized access is acceptable. 44. The difficulty of a particular route required can be identified by a signing system similar to ski runs so that recreationists are made aware of the skill levels required and so that a wide variety of routes for all skill levels can be enjoyed. 45. Winter ATV riding has become very popular and winter ATV areas should be considered as part of the proposed action. (Recreational, Helena, MT - #339)

PC #: 654

Public Concern: The FS should consider winter ATV use.

Sample Statement:

[CONT'D]42. There needs to be better coordination between adjoining National Forest and BLM lands when making maps, laying out trails, and establishing travel plans. In some cases a trail is open in one jurisdiction but becomes closed when it crosses over the boundary to another jurisdiction resulting in an overall loss of motorized recreation opportunity.

43. Agencies should not use motorized access in areas closed to motorized access by the public because: (a) the public will see the tracks and could become upset that the motorized closure is being violated and/or (b) the public will see the tracks and conclude that motorized access is acceptable. 44. The difficulty of a particular route required can be identified by a signing system similar to ski runs so that recreationists are made aware of the skill levels required and so that a wide variety of routes for all skill levels can be enjoyed. 45. Winter ATV riding has become very popular and winter ATV areas should be considered as part of the proposed action. (Recreational, Helena, MT - #339)

PC #: 645

Public Concern: The FS should provide data on motorized use levels, and use this information for decision making.

Sample Statement:

[CONT'D]26. Agencies are encouraged to seek outside review and input by OHV recreationists on all proposed management decisions affecting motorized recreation opportunities including closures. 27. Agencies are encouraged to establish greater credibility with motorized recreationists by having motorized recreation planners on the interdisciplinary team and a board of motorized recreationists. 28. Agencies are encouraged to align non-motorized area boundaries so that they do not encroach or eliminate trails located at the edge of the boundaries. 29. Agencies are encouraged to provide for motorized trails and vista points on the boundaries outside of the non-motorized areas so the motorized visitors can view those areas. 30. Agencies are encouraged to establish OHV census collection points at road and trail collection points. Include an OHV category on all trail and road census sheets. 31. Agencies are encouraged to treat hiking, horses and mountain bikes as a form of transportation, just as motorized recreation is a form of transportation. 32. Agencies are encouraged to correct the signing at trailheads that suggests that motorized visitors are more damaging than other visitors. 33. Agencies are encouraged to keep trails in proposed non-motorized/wilderness/roadless areas open. Motorized-use on trails in these areas does not detract from the wild characteristics in the proposed non-motorized/wilderness area. Additionally, the Roadless Rule specifically allows for OHV activity in Roadless areas. 34. Agencies are encouraged to provide good statistics on the level of use by the various public land visitors and use these statistics in the decision processes. 35. Agencies are encouraged to avoid the closure of trails to motorized use as the "easy way out" in dealing with issues created by non-motorized users. (Recreational, Helena, MT - #339)

PC #: 702

Public Concern: The FS should inventory and evaluate recreational value of roads and any problem areas that require mitigation. Consider the value of loops, dispersed camping, exploration, and scenic overlooks.

Sample Statement:

Each existing road and trail should be inventoried and evaluated on the ground to determine its recreational value and any significant problem areas that require mitigation measures. Each road and trail should be evaluated for its value as a motorized loop or connected route. Each spur road and trail should be evaluated for its value as a source of dispersed campsite, exploration opportunities, and scenic overlook destination or as access for other reason. (Preservation/Conservation, Pocatello, ID - #545)

PC #: 672

Public Concern: The FS should consider road maintenance costs in determining lands suitable for timber production.

Sample Statement:

Finding AM-F3: Roads are not a stand alone issue. The need for roads is primarily tied to a decision of what potentially suitable timberlands will be economically managed as a regulated forest for long term sustained yield. Roads and their maintenance costs should be integrated into the economic analysis of alternatives for determining which timberlands should be managed as suitable for timber production and harvest. There should be no stand alone functional "roads analysis" as an issue separate from the long term land use decision. Instead, roads and their maintenance costs should be integrated into the land use alternatives as required by NFMA (16USC1604.(a) and (36CFR219.1). (Multiple Use or Land Rights, Bigfork, MT - #588)

PC #: 657

Public Concern: The FS should allow vehicles only on legally and publicly established roads and trails.

Sample Statement:

Members of the Montana Wilderness Association agree that that each plan contains the following forest wide standards: (1) MOTOR VEHICLES ON LEGAL (SYSTEM) DESIGNATED ROUTES: All vehicles must remain on legally and publicly established roads and trails, patterned after Lolo Forest plan Standard #48. This would truly end cross-country travel and discourage OHV vandalism. (2) PROTECT AND RESTORE TRADITIONAL FOREST TRAILS: Off-road vehicles (ATVs) will be prohibited on traditional forest trails. ATVs may drive on roads managed for OHV traffic. (3) RECLAIM DAMAGED TRAILS: Trails damaged by off-highway vehicles will be fully restored to U S Forest Service standards for pack, saddle and hiking trails. (4) ROAD SYSTEM COMPLETE: No additional road miles may be added to the forest wide road system. Logging systems will utilize existing roads and new low impact access systems. (5) WILDLIFE HABITAT: Mountain goat and ungulate winter ranges, wolverine denning and rearing habitat and occupied grizzly habitats are not suitable for motorized traffic. Travel planning must consider the habitat needs of all wildlife, not just listed species (see 36 CFR 295.2) (6) WINTER RECREATION PLAN: Each forest will develop and carry out a winter recreation plan identifying areas for quiet

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winter recreation, areas for undisturbed wildlife habitat and areas and routes suitable for snowmobile use, in keeping with 36 CFR 295. (Preservation/Conservation, Helena, MT - #526)

Sample Statement:

We find roads are for motor vehicles and trails are for people. Limit motorized vehicles to open roads only. (Preservation/Conservation, Kalispell, MT - #544)

Sample Statement:

As the biological threats of roads and motorized vehicle uses are clear, motorized vehicles should be kept to roads. The plans should contain strong, enforceable, forest-wide standards to protect and manage remaining forest trails for traditional non-motorized uses. (Place Based Groups, Stanford, CA - #713)

PC #: 677

Public Concern: The FS should not change or close existing designated routes without site-specific analysis.

Sample Statement:

Action FP-F1-A3(We propose to exclude the National Forest and private land interface near human development from the suitable timber lands. Management actions in the interface zone may result in limitations on regeneration, reductions in stocking levels and other actions not ordinarily compatible with the long-term production of timber. However, timber harvest would occur where it is the appropriate method of achieving objectives. It is anticipated that these lands would produce a substantial amount and variety of forest products.):We propose to include the National Forest and private land interface near human development as suitable timber lands. (Place Based Groups, No Address - #822)

Sample Statement:

Conduct a public meeting with comments mandatory before any road closures are mandated. A majority vote should determine road status. List the reasons why a road is closed and review them once a year. If the need for closure is no longer valid, the road should be opened. Forest plans should not be amended without a public hearing process and concurrence by local elected officials that it will have no economic impact. Stop decommissioning roads and removing culverts. Remove all berms. Restore decommissioned roads and restore culverts or install rolling swales in place of them. Offer more timber sales with purchaser road maintenance. Close areas/roads/trails to all uses, not just motorized if wildlife security is critical. Do not split home ranges on ridge tops for bear security analysis areas. Split home ranges at access roads. No net loss for all recreational trails and play areas. If the Forest Service has to close anything they should replace it with equivalent quality and quantity of open use areas. (Place Based Groups, No Address - #967)

Sample Statement:

Require Forest Service to keep and maintain roads. This can be done by the forest products industry if the Forest Service will only put up timber sales. Require that the entire public forest is open. Make roads built for logging permanent not temporary. Publish for public comment and open process all proposals to close roads. No instantaneous closing of roads. Stop all decommissioning of roads. Roads need to be maintained (either gated closed or open) to have access for fire fighting, human emergency, logging, recreation, etc. Spend funds on other priorities other than on decommissioning roads which is counterproductive. It would be wiser to spend the \$7000 per mile to decommission roads on other important issues such as fighting fires, etc. We spent \$3 million so far and now we have another \$3 million to spend to decommission another 379 miles. Yet we hear Forest Service has no funds for other projects (i.e. trail maintenance, forest fires). Do not decommission any roads without evaluating the use of the road for fire control and prevention, economic and recreational use. Roads: Do not rip out roads; gate or barrier if you must. Identify a system of roads necessary for interface fire protection. Identify roads most valuable for recreation and forest management and administration that is most effective with road maintenance dollars. (Place Based Groups, No Address - #967)

PC #: 680

Public Concern: The FS should be consistent with at State and Regional levels if closed unless posted open system is adopted.

Sample Statement:

The group discussed the idea of a "Closed Unless Posted Open Proposal." Chuck explained that this decision doesn't need a

Forest Plan decision to implement, and may or may not end up in the final alternatives. Group discussed and agreed there must be consistency in posted open/closed - needs to be consistent at least at the state or region-wide level. Better travel maps would help immensely. One member recommended that non-system trails that are still in use should be shown on the maps as well. (Place Based Groups, Hamilton, MT - #827)

Sample Statement:

The following items were agreed to by those present: Signage needs to be consistent at least across Region 1, no matter what the signs are saying (open or closed). (Place Based Groups, Hamilton, MT - #827)

PC #: 683

Public Concern: The FS should restore decommissioned roads and culverts.

Sample Statement:

Conduct a public meeting with comments mandatory before any road closures are mandated. A majority vote should determine road status. List the reasons why a road is closed and review them once a year. If the need for closure is no longer valid, the road should be opened. Forest plans should not be amended without a public hearing process and concurrence by local elected officials that it will have no economic impact. Stop decommissioning roads and removing culverts. Remove all berms. Restore decommissioned roads and restore culverts or install rolling swales in place of them. Offer more timber sales with purchaser road maintenance. Close areas/roads/trails to all uses, not just motorized if wildlife security is critical. Do not split home ranges on ridge tops for bear security analysis areas. Split home ranges at access roads. No net loss for all recreational trails and play areas. If the Forest Service has to close anything they should replace it with equivalent quality and quantity of open use areas. (Place Based Groups, No Address - #967)

PC #: 705

Public Concern: The FS should reduce road-related resource damage by closing roads until more dollars are available.

Sample Statement:

I would like to share some thoughts as a recreationists who has enjoyed Montana's forests for more than 40 years. Today when I hike or camp or even drive into the National Forests I see a decline in the resource that is noticeable along the roads and trails. There is less respect for the resource; more trash, signs torn down or shot up, gates left open, unauthorized fire pits, erosion, weeds marching to the backcountry, faster ORV traffic, damage to meadows & riparian zones. Monitoring of the resource we love, I think it's time to close a few doors. Shut some roads. Bring stewardship needs and recreational opportunities into balance. Match your resources to the protection of the resource until more dollars are available. (Individual, Helena, MT - #32)

PC #: 636

Public Concern: The FS should avoid trail closures associated with timber sales, mining, and livestock grazing, and re-open trails closed in connection with these types of projects.

Sample Statement:

[CONT'D]19.Agencies are encouraged to develop OHV programs that address more than law enforcement needs. OHV programs should actively promote the development, enhancement, and mitigation of OHV recreation opportunities.20.Agencies are encouraged to develop and use State Trail Ranger Programs similar to Idaho's program through the State OHV Fund, as well as volunteer trail maintenance programs.21.Agencies are encouraged to clear trails early in the year to insure maximum availability and reduction of diversion damage caused by routing around obstacles.22.Agencies are encouraged to avoid road and trail closures based on wildlife concerns except where negative wildlife impact can be specifically identified and documented. Motorized use on existing trails has little or no verified effect on game animal welfare. In fact, some of the areas more intensely visited by motorized visitors have experienced significant increases in wildlife populations; further substantiating the fact that motorized recreation does not create a significant impact on wildlife.23.Agencies are encouraged to avoid yearlong trail closures if wildlife concerns are valid only during certain seasons. In these instances, closures should be seasonal only with the dates consistent with the requirements to protect wildlife.24.Agencies are encouraged to avoid trail closures associated with other actions including timber sales, mining, and livestock grazing. Corrective action should be taken where trail closures in the past have resulted from these sorts of past actions. Loss of motorized trails because of past timber sales should be mitigated by connecting old and new travelways to create looped trail systems.25.Agencies are encouraged to re-establish and/or relocate all trails and roads disturbed by other actions such as timber harvest, mining, and livestock grazing. (Recreational, Helena, MT - #339)

PC #: 685

Public Concern: The FS should close areas, roads, and trails for all uses, not just motorized use, if wildlife security is needed.

Sample Statement:

Conduct a public meeting with comments mandatory before any road closures are mandated. A majority vote should determine road status. List the reasons why a road is closed and review them once a year. If the need for closure is no longer valid, the road should be opened. Forest plans should not be amended without a public hearing process and concurrence by local elected officials that it will have no economic impact. Stop decommissioning roads and removing culverts. Remove all berms. Restore decommissioned roads and restore culverts or install rolling swales in place of them. Offer more timber sales with purchaser road maintenance. Close areas/roads/trails to all uses, not just motorized if wildlife security is critical. Do not split home ranges on ridge tops for bear security analysis areas. Split home ranges at access roads. No net loss for all recreational trails and play areas. If the Forest Service has to close anything they should replace it with equivalent quality and quantity of open use areas. (Place Based Groups, No Address - #967)

PC #: 678

Public Concern: The FS should not allow OHV use on foot and horse trails.

Sample Statement:

The group agreed that designated route systems for motorized use be allowed but they do not agree on whether it should include trails (they did agree they do not want to sacrifice foot and horse trails to create routes for OHVs). Needs to be "hashed" out on site specific basis. The group disagreed on whether motorized travel should be removed from existing designated motorized trails. (Place Based Groups, Stevensville, MT - #823)

PC #: 676

Public Concern: The FS should collaborate with local communities in developing access management direction.

Sample Statement:

Action EM-F7-A1(We propose to develop access management goals, objectives, and standards that would better address the needs of big game and other wildlife species, aquatic species, water quality, and invasive species. This direction would mainly focus on reducing the miles of road.):We propose to develop access management goals, objectives, and standards using local and community collaboration that would better..... (Place Based Groups, No Address - #822)

PC #: 675

Public Concern: The FS should not construct new roads and develop a road reclamation program designed to protect water quality, fish habitat, and wildlife security.

Sample Statement:

The revision of these three Forest Plans should not include new road construction and should include a road reclamation program that hydrologically reclaims roads by removing culverts in order to protect water quality, fish habitat and wildlife security. (Preservation/Conservation, Big Fork, MT - #708)

PC #: 684

Public Concern: The FS should offer more timber sales with purchaser road maintenance.

Sample Statement:

Conduct a public meeting with comments mandatory before any road closures are mandated. A majority vote should determine road status. List the reasons why a road is closed and review them once a year. If the need for closure is no longer valid, the road should be opened. Forest plans should not be amended without a public hearing process and concurrence by local elected officials that it will have no economic impact. Stop decommissioning roads and removing culverts. Remove all berms. Restore decommissioned roads and restore culverts or install rolling swales in place of them. Offer more timber sales with purchaser road maintenance. Close areas/roads/trails to all uses, not just motorized if wildlife security is critical. Do not split home ranges on ridge tops for bear security analysis areas. Split home ranges at access roads. No net loss for all recreational trails and play areas. If the Forest Service has to close anything they should replace it with equivalent quality and quantity of open use areas. (Place Based Groups, No Address - #967)

PC #: 679

Public Concern: The FS should consider and map existing and proposed travel management emphasis on adjacent forests.

Sample Statement:

Discussion on first topic: Watershed Integrity What is important about "Watershed Integrity"? What impacts it in a negative way? What is important? 1. Laws governing water quality. 2. 14% of water in the west comes from FS land. 3. Important to save water for irrigation. Discussion ensued about in-stream flow for fish and downstream water rights. 4. Fish and other animals/plants affected by in-stream flow. 5. Conserving water. 6. Water quality. Discussion ensued about responsibility of FS to deliver cold, clear water to FS boundary. No control as an agency after that. 7. Threatened species in streams. 8. Quality of water priority over any product taken from the land. 9. Do not make a plan and then not be able to deliver on it. 10. More complete programs. Halfway treatments cause problems. 11. Monitoring of conditions and programs over the long term. 12. Financing to implement Plan. Need to be realistic about long term finances. 13. Products of FS should pay for monitoring and treatment. Discussion ensued on whether this will work and how. 14. Use limited funds to work on worst areas first. (Place Based Groups, Stevensville, MT - #823)

PC #: 692

Public Concern: The FS should use the Roads Analysis process (FS 643) to determine values of each motorized road and trail.

Sample Statement:

A science-based approach to the analysis of forest roads is presented in the Forest Service publication FS-643 Roads Analysis which was published in August 1999. This document includes a comprehensive overview of considerations and issues, suggested informational needs and sources, and analytical tools that should be evaluated during the analysis of forest roads. Many of the considerations and issues presented in FS-643, if evaluated adequately and fairly, would support keeping primitive roads and trails in the project area open for motorized recreation, handicapped, elderly, and physically impaired. We request that FS-643 be used in this evaluation to determine the specific values of each motorized road and trail. (Recreational, Helena, MT - #339)

PC #: 701

Public Concern: The FS should use the results of the Roads Analysis to develop a network of open roads for motorized use, leaving the rest of roads and trails open for muscle powered use only.

Sample Statement:

We ask that the Forests apply the new Roads Policy through the Roads Analysis Process and incorporate the results into the Revision. The end result will be a clear and understandable network of open roads on which motorized vehicles are allowed and the reservation of all other roads and trails to muscle-powered use only. Law enforcement then will at least have a chance at enforcing closures because closures will be located at the end of where their patrol vehicles can drive, not in the remote and unpatrolled backcountry. Moreover, the road system will have been reduced to a level the Forest Service and American public can actually afford to maintain, reducing the damage unmaintained roads and culverts cause to the environment. And, lastly, Americans will have increased opportunities for quiet, muscle powered recreation that can renew them spiritually, relieve them of daily stress, and help them remove America from the unenviable position of being the most obese nation on earth and among the highest in per consumption petroleum. (Preservation/Conservation, Kalispell, MT - #544)

PC #: 693

Public Concern: Roads Analysis should include current and future proposals for the forest highways program.

Sample Statement:

Finding AM-F3-A1 (We propose to continue the overall trend of decreasing the amount of roads within the National Forest transportation system to a level that can be maintained, while ensuring adequate access for both motorized and non-motorized use. Roads Analysis would provide a basis for managers to conduct a future, more detailed and site-specific analysis related to the transportation system.). Forest-wide roads analysis should include current proposals - and the potential for future nominations - in the Forest Highways Program. Currently the Lolo Forest is involved in varying level of review for three Forest Highway projects (Thompson River, Petty Creek and Little St. Joe). Because these proposals haven't been finalized, we recommend they be eliminated now or deferred until after the forests do a systematic analysis that is tied to this forest plan revision. (Preservation/Conservation, Missoula, MT - #488)

PC #: 703

Public Concern: The FS should use the Roads Analysis process to identify threats to aquatic refugia, and other high priority areas.

Sample Statement:

All national forest plan revisions must incorporate into the planning process the transportation management policy (Roads Policy) and subsequent directives (66 FR 3250, 66 FR 3219). At the heart of the Roads Policy lies the roads analysis requirement. As national forests implement the direction in the Roads Policy to minimize the ecological damage caused by an overbuilt road system, the best available science must be used to inform decisions. To fully address the substantial impact the road system has on watershed integrity, the roads analysis process should identify road-related threats to aquatic refugia and other high priority areas (including riparian areas and steep/unstable slopes). A roads analysis consistent with watershed analysis in a sound Aquatic Conservation Strategy would ensure: a) no new road construction occurs in priority areas; b) unneeded roads in these areas are prioritized for decommissioning and c) remaining roads are designated as high maintenance priorities to reduce environmental risk. (Preservation/Conservation, Bozeman, MT - #706)

PC #: 704

Public Concern: The FS should use the Roads Analysis process to identify unneeded roads, priority areas for decommissioning, and priorities for maintenance.

Sample Statement:

All national forest plan revisions must incorporate into the planning process the transportation management policy (Roads Policy) and subsequent directives (66 FR 3250, 66 FR 3219). At the heart of the Roads Policy lies the roads analysis requirement. As national forests implement the direction in the Roads Policy to minimize the ecological damage caused by an overbuilt road system, the best available science must be used to inform decisions. To fully address the substantial impact the road system has on watershed integrity, the roads analysis process should identify road-related threats to aquatic refugia and other high priority areas (including riparian areas and steep/unstable slopes). A roads analysis consistent with watershed analysis in a sound Aquatic Conservation Strategy would ensure: a) no new road construction occurs in priority areas; b) unneeded roads in these areas are prioritized for decommissioning and c) remaining roads are designated as high maintenance priorities to reduce environmental risk. (Preservation/Conservation, Bozeman, MT - #706)

PC #: 700

Public Concern: The FS should use the results of the Roads Analysis to determine which roads to keep on the system, then develop a reclamation program that will meet management standards in the forest plan.

Sample Statement:

We ask that the Forests apply the new Roads Policy through the Roads Analysis Process and incorporate the results into the Revision. Once it is determined which roads may be retained on the Forest System, the Forests can then determine a schedule for reclaiming the remainder and for closing enough of those retained in order to meet adequate road management standards in the Revised Plans. (Preservation/Conservation, Kalispell, MT - #544)

PC #: 695

Public Concern: The FS should incorporate Roads Analysis into forest plan revision so that alternatives are based on the land's capacity to sustain the current road system, and suggested changes to the road system.

Sample Statement:

Streamline the travel system We understand that the WMPZ plans to conduct an overdue Roads Analysis as part of the Forest plan revision process. The WMPZ should incorporate this analysis into the DEIS, so that proposed action alternatives are based on the capacity of the land to sustain the current system and what changes should be made to ensure long-term sustainability. We expect the alternatives to include four tactics for ensuring a sustainable travel system:--Eliminate excessive routes that are beyond either the capacity of the land or the capacity of Forest Service land managers and law enforcement officers to monitor.--Eliminate redundant routes which access the same area as another route which is more sustainable; --Eliminate unnecessary routes, including routes that have little administrative value;--Re-create roadless areas by decommissioning roads and routes. (Preservation/Conservation, Missoula, MT - #527)

PC #: 694

Public Concern: The FS should eliminate the Thompson River, Petty Creek, and Little St. Joe Forest Highway proposals until a systematic analysis is completed that ties to forest plan revision.

Sample Statement:

Finding AM-F3-A1 (We propose to continue the overall trend of decreasing the amount of roads within the National Forest transportation system to a level that can be maintained, while ensuring adequate access for both motorized and non-motorized use. Roads Analysis would provide a basis for managers to conduct a future, more detailed and site-specific analysis related to the transportation system.). Forest-wide roads analysis should include current proposals - and the potential for future nominations - in the Forest Highways Program. Currently the Lolo Forest is involved in varying level of review for three Forest Highway projects (Thompson River, Petty Creek and Little St. Joe). Because these proposals haven't been finalized, we recommend they be eliminated now or deferred until after the forests do a systematic analysis that is tied to this forest plan revision. (Preservation/Conservation, Missoula, MT - #488)

PC #: 108

Public Concern: The forest service should adopt the definitions of motorized cross country travel from the OHV EIS.

Sample Statement:

Rod Ash: Rather than using blanket area closures to provide grizzly bear security, we should focus only on areas known to be currently occupied by bears, with closures changing from time to time, as bear use shifted from area to area. We should rely on the knowledge of local people, who know best where the bears are, when deciding which areas should be closed, when. (Place Based Groups, No Address - #821)

Sample Statement:

Plan road closures based on where bears really are rather than arbitrarily. More site specific application. Get people who know where the bears are to help decide where the closures are. Work out solutions that are practical to avoid suits. Problem is who is the best authority of where the bears are [sic.]. Who would people trust to tell you where the bears are? Talk to loggers and outfitters. Community: Wait until the bear study is over. (Place Based Groups, No Address - #821)

PC #: 91

Public Concern: The Forest Service should develop an integrated road management and reclamation program

PC #: 103

Public Concern: The forest service should convert roads to single track rather than decommission.

Sample Statement:

Action NF-F1-A1 (We propose to consider values and resources at risk when delineating areas that would be managed as private land and forest interface, in order to keep risks to property and other forest values at acceptable levels). The forests need to evaluate how national forest activities such as transportation system improvement promote private-land development in interface areas. All transportation planning - including proposals for Forest Highway projects - should evaluate whether forests are in effect subsidizing development in interface areas. And if that is the case, then the forests should determine whether that subsidy will lead to another subsidy - abetted by political pressure - to expend scarce national forest dollars to suppress fires threatening private property in interface areas. (Preservation/Conservation, Missoula, MT - #488)

PC #: 90

Public Concern: The Forest Service should use the "closed unless posted open" method of road closures.

Sample Statement:

Consider switching to posting OPEN roads, including what activities are allowed (i.e. motorized, horseback riding, mountain biking, hiking, etc.). In areas where motorized and non-motorized use occurs, this would help people be aware of what other types of users they will share the trails with. (Individual, Missoula, MT - #510)

Sample Statement:

A "closed if not posted open" policy is critical for motorized travel. Adequate signage must be put in place. Most important, an adequate and visible number of rangers must be on patrol year-round to provide the presence necessary to ensure motorized users are not tempted to venture from designated routes. (Individual, Minneapolis, MN - #532)

PC #: 89

Public Concern: The Forest Service should not use the "closed unless posted open" method of road closures.

Sample Statement:

...the signing of "closed unless posted open" is not consistent with the 3-States OHV ROD and is confusing to the public. Signs will become damaged and/or destroyed and then the public does not know whether they are legally open or closed. It is an impossible system, somebody pulls down a sign and it's unlawful for the public to travel on an open road. (Recreational, Helena, MT - #339)

PC #: 88

Public Concern: The Forest Service should not build any new roads.

Sample Statement:

Enough roads are already in place, and the construction of new roads to reach the burned areas will further mar this landscape. Fire is natural in areas of forest (Petty Creek Drainage), and the burned areas will leave valuable mineral deposits that will help to regenerate this area, and foster a healthier landscape than what existed before the fires. I am asking that you log the easily accessible areas where roads are readily available, and that "unreachable" areas be left to their own means. (Individual, Alberton, MT - #727)

PC #: 87

Public Concern: The Forest Service should develop a system of dual purpose roads and trails the interconnect.

Sample Statement:

Because most OHV machines are not street legal, they cannot be legally ridden on forest roads unless they are designated as dual-purpose roads. The proposed action must include these designations in order to provide a network of OHV routes. An adequate Travel Management alternative should include a system of dual-purpose roads, and OHV roads and trails that interconnect. This will allow OHV enthusiasts to operate within existing laws without traveling illegally on roads. We request that a system of dual-purpose roads, and OHV roads and trails that interconnect be one of the primary objectives of the travel management plan and that this objective be adequately addressed in the document and decision. (Recreational, Helena, MT - #339)

PC #: 86

Public Concern: The Forest Service should provide motorized access to handicapped, elderly or physically impaired citizens.

Sample Statement:

Many handicapped, elderly, or physically impaired citizens can only access and recreate on public lands by using motorized roads and trails. The needs of these citizens should be adequately considered. On November 10th, 1998, President Clinton signed Public Law 105-359, requiring the Secretary of Agriculture and the Secretary of the Interior to conduct a study to improve access for persons with disabilities to outdoor recreation opportunities made available to the public. (Recreational, Helena, MT - #339)

PC #: 84

Public Concern: The Forest Service should kept existing roads and trails open to motorized use

Sample Statement:

[Mineral County's] On all public lands: all roads shall remain open for use and access by the public, whether perceived as needed or not needed. (County Agency or Official, Superior, MT - #507)

PC #: 97

Public Concern: The Forest Service should decrease (decommission) the amount of roads within National Forest transportation system.

Sample Statement:

AM-F5-A1(We propose to have access management within Northern Continental Divide Ecosystem (NCDE) grizzly bear recovery zones better integrate social concerns with recovery needs of the grizzly bear.) As is said multiple times in various analyses, it is not the mere presence of roads that may affect bear habitat, but rather the use of those roads. There is no science that supports the need to fully obliterate or decommission roads to protect bear habitat. New and old science clearly show that bear habitat needs are extremely seasonal as are their sensitivities to human disturbance. Consider the use of seasonal restrictions and rotating areas of use to meet bear habitat needs while still meeting human need for access. (Individual, Trego, MT - #213)

Sample Statement:

Roads and trails should only be closed to use on a case by case basis and then only closed to the use that may cause significant adverse impact to: wildlife solitude and calving, surface erosion, human/horse/machine interaction and/or disturbance, road and trail rutting and physical damage. Roads can be closed for wet and muddy-conditions to cars and trucks but left open to lightweight motorcycles and ATVs, which cause little impact. Roads can be closed during certain times of the year when wildlife to be protected is there, but open when it is not, or is in hibernation. (Individual, Paradise, MT - #158)

PC #: 92

Public Concern: The Forest Service should clarify where mountain bikes can be used.

Sample Statement:

Develop an integrated road management and reclamation program that restores all watersheds so they provide adequate and permanent security habitat for grizzly bear, bull trout and all other fish and wildlife species. (Individual, No Address - #204)

PC #: 85

Public Concern: The Forest Service should open more roads to gather fire wood

Sample Statement:

We need to open up some roads to allow firewood cutting. This could be even a seasonal opening just to allow people to gather firewood. (Individual, No Address - #68)

PC #: 101

Public Concern: The Forest Service should use area closures to prevent unwanted trails while allowing public use on existing motorized routes.

Sample Statement:

There has never been an accounting of the cumulative impact of all motorized closures that have occurred over the past 35 years. Actions that have contributed to a significant cumulative impact on motorized recreation include millions of acres and thousands of miles of roads and trails associated with Endangered Species Act; Continental Divide National Scenic Trail; forest fires; timber harvests, forest plans; view shed plans; resource plans; watershed plans; roadless plan; creation of wildlife management areas, monuments, non-motorized areas, wilderness areas, and wilderness study areas; area closures, and last but certainly not least, travel plans. This significant cumulative impact has not been quantified and is being ignored by this evaluation and many others. (Recreational, Helena, MT - #339)

Sample Statement:

Road decommissioning of permanent roads needs handled separately with travel plan revisions. Roads are important and valuable asset for the management of our public forest lands, they also serve important recreational and forest fire prevention and suppression purposes. Our concern is that with the decommissioning of roads, future management projects might not happen because of access and cost issues. Once roads are removed does this make the area another inventoried road less area? Current studies are also beginning to show that gates and seasonal restrictions may work as well as obliteration. These restrictions help properly built and maintained roads reduce erosion and stream sedimentation as well as in noxious weed management. To dismantle such a vital resource as our road infrastructure without the complete final results of on-going studies would be costly and untimely. (Preservation/Conservation, Missoula, MT - #624)

PC #: 105

Public Concern: The forest service should not close any roads till completion of the DNA study.

Sample Statement:

After reviewing the Forest Management proposal, I believe that access by public should be expanded and that this proposal does not satisfy the demand. A common theme of proposed rules is to reduce roads, reduced snowmobile access, and reduce bike access, and although not specifically stated reduced recreational airstrips. This is in violation of public law that stipulates that National Forests be maintained for multiple uses. (Individual, Dickinson, ND - #535)

Sample Statement:

Try to increase access to National Forest land that are isolated. (Individual, Thompson Falls, MT - #585)

PC #: 106

Public Concern: The Forest Service should use best management practices for road management.

Sample Statement:

III. Comments on Road Closures - AM-F3The relationship between a small community and its forest is multi-layered. There is a culture specific to Swan Lake families that rely heavily on access to our public lands. Historically, our community has depended upon access to our public lands for firewood gathering, berry picking, recreation access, and simple enjoyment of the area in which we choose to live and raise our families. We do not live here for financial gain, but for the vast

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experiences available to us out our back doors. Recommended Actions.. Implement seasonal road closures to A. Protect roadbeds and fragile streambeds during spring break up; B. Enhance the sportsmen's experience by limiting driving access to hunting grounds during open seasons .II. Reopen roads previously designated "Temporary Closures" that lead to trail heads. Example: Elk Lake Trail Head. III. Do not implement any further road closures until the Bear Study has been completed and the data analyzed. We ask the USFWS to approve suspending A-19 road closures, while the DNA study is being conducted and the Forest Plan is being revised. IV. Implement a rotating seasonal opening for currently closed roads, allowing access for firewood gathering, thus reducing fuel loading in specific areas that are at high risk of fire. V. Implement seasonal opening for currently closed roads, allowing access for fall berry picking. (Recreational, Bigfork, MT - #557)

PC #: 107

Public Concern: The forest service should only close roads currently occupied by bears.

Sample Statement:

Forest Products Areas Desired Condition Best management practices should be used for harvest-related road construction and maintenance to reduce those activities' effects on water quality. (Place Based Groups, No Address - #959)

Sample Statement:

Forest Products Areas Desired Condition The existing (2004) road system should be retained to provide access to forest products, and additional access should be considered when necessary to achieve Forest management objectives. (Place Based Groups, No Address - #959)

PC #: 93

Public Concern: The Forest Service should limit motorized use to open roads.

Sample Statement:

Action AM-F3-A1: (We propose to continue the overall trend of decreasing the amount of roads within the National Forest transportation system to a level that can be maintained, while ensuring adequate access for both motorized and non-motorized use. Roads Analysis would provide a basis for managers to conduct a future, more detailed and site-specific analysis related to the transportation system.) This direction is a no-brainer. It is important to clarify if such mountain bike use will continue to be allowed on closed trails. (Individual, No Address - #53)

PC #: 109

Public Concern: The forest service should prioritize local economic, cultural and historic use above the needs of any reintroduced species.

Sample Statement:

Action AM-F2-A4: ADD.[Proposed Additional] We propose the Lolo National Forest adopt the Definition of Motorized Wheeled Cross-Country Travel on pages 12 and 13 of the OHV EIS and Proposed Plan Amendment for Montana, North Dakota and portions of South Dakota. Motion carried. (Place Based Groups, No Address - #822)

PC #: 104

Public Concern: The Forest Service should expand access to the national forest.

Sample Statement:

LIMB strongly supports proposed Action AM-F3-A1 (We propose to continue the overall trend of decreasing the amount of roads within the national forest transportation system to a level that can be maintained, while ensuring adequate access for both motorized and non-motorized use. Roads Analysis would provide a basis for managers to conduct a future, more detailed and site-specific analysis related to the transportation system). We urge the forests to consider converting roads to single track trails in areas where it is appropriate. (Recreational, Missoula, MT - #522)

Sample Statement:

AM-F3-A1 (We propose to continue the overall trend of decreasing the amount of roads within the National Forest transportation system to a level that can be maintained, while ensuring adequate access for both motorized and non-motorized use. Roads Analysis would provide a basis for managers to conduct a future, more detailed and site-specific analysis related to the transportation system). I support reduction in the mileage and density of maintained FS roads. However, I believe your reclamation methods are excessive. Many miles of FS roads travel through old clear-cuts that are now coming back in thick regrowth, and when you completely destroy the road it becomes unusable even as a hiking trail and eliminates any route through the forest. This results in an unnecessary loss of recreational access to the forest. I think you need to consider converting some of those roads to trails - possibly for some of the emerging recreation trends such as mountain biking. (Individual, Seeley Lake, MT - #517)

PC #: 95

Public Concern: The forest Service should standardize or simplify seasonal closures

Sample Statement:

changes to amendment 19 of the forest plan. I still fully support all the road closures! (Individual, Polebridge, MT - #98)

Sample Statement:

As owners of 160 acres on the North Fork road, we wish to record our SUPPORT for Amendment 19 and the road closure restrictions which are a part of it. we are concerned with grizzly bear habitat and are aware of the many studies showing how higher road density in the forest adversely affects this threatened species. We believe it would be a mistake to roll back the progress you've made in returning the wilderness to its natural state. There are plenty of places to run ATV's outside of grizzly habitat. (Individual, Polebridge, MT - #99)

PC #: 100

Public Concern: The Forest Service should conduct a cumulative impact study on motorized closures.

Sample Statement:

Action AM-F1-A1: (We propose to identify areas with the highest potential for OHV motorized use. Actual changes to existing designated routes would not occur until after future site-specific project level analysis was completed. Action AM-F2-A1: We propose that user-built routes would not be recognized as designated routes as part of the Forest Service trail system unless they have been validated as system routes through site-specific analysis, or permitted under special-use permits. Action AM-F2-A2: We propose that cross-country wheeled motorized travel would continue to be prohibited.) These developed OHV opportunities should be placed within current USFS numbered system roads that have established drainage, bridge systems, and grades. (Individual, Hamilton, MT - #230)

PC #: 99

Public Concern: The Forest Service should place developed OHV routes on the NF transportation system with established design criteria.

Sample Statement:

AM-F3-A1(We propose to continue the overall trend of decreasing the amount of roads within the National Forest transportation system to a level that can be maintained, while ensuring adequate access for both motorized and non-motorized use. Roads Analysis would provide a basis for managers to conduct a future, more detailed and site-specific analysis related to the transportation system.) No reasonable, science based argument can be made that supports further reducing the miles of open road on the Flathead National Forest. Current road maintenance budgets should be adequate to maintain open roads to minimum BMP standards that protect human health and safety and water quality. Maintenance standards on open roads need to be reviewed to ensure road standards are not higher than needed to support the current uses. Strategies that secure funding directly tied to users such as recreational use fees or commercial use fees need to be deferred to fund road maintenance. (Individual, Trego, MT - #213)

Sample Statement:

I don't like Action EM-F7-A1: (We propose to develop access management goals, objectives, and standards that would better address the needs of big game and other wildlife species, aquatic species, water quality, and invasive species. This direction would mainly focus on reducing the miles of road.)because this action is a means to close any road or trail in the name of conservation. The real reason for future wilderness designation. These roads are access for recreation and fire fighting, paid for by the taxpayers. Quit trying to manage the forests like a zoo. (Individual, Clinton, MT - #219)

Sample Statement:

Action AM-F3-A1: (We propose to continue the overall trend of decreasing the amount of roads within the National Forest transportation system to a level that can be maintained, while ensuring adequate access for both motorized and non-motorized use. Roads Analysis would provide a basis for managers to conduct a future, more detailed and site-specific analysis related to the transportation system.)Roads must be kept open to provide access for timber removal, firefighting, thinning and salvage, as well as disease and insect treatment. Roads must also remain open for all recreational uses including access to trail heads for: snowmobiling, fishing, hunting, horseback riding, mountain bikes or OHVs. We also use roads extensively for wood cutting, mushroom picking, berry picking, recreational gold panning, tree bough and cone gathering, wildlife and bird watching, photography, and cattle grazing. (Place Based Groups, Paradise, MT - #258)

Sample Statement:

Roads are needed in order to manage the forests. Without roads it is not economically possible to provide effective fire suppression or long term sustainable forest fuel management, rehabilitation and restoration, thinning, and insect, disease and weed control. Public lands should be available for public recreation. Access should be balanced with the needs of wildlife.

Potential problems created by snowmobile, bicycle and ATV use should be shared with planning groups to be solved without denying access. Our economy in western Montana depends on harvesting a sustainable yield of timber and tourism; without proper balance we will continue to see low wages and forest fires. Effective timber management can provide wood products, wildlife habitat, clean water, and recreational values while reducing fire danger. (State Agency or Official, Kalispell, MT - #329)

PC #: 98

Public Concern: The Forest Service should not decrease (decommission) the amount of roads within the National Forest transportation system.

Sample Statement:

I support the establishment of major project level restoration areas identified for the North Fork, South Fork and Middle Fork Flathead watersheds. High-paying jobs would be created restoring damaged watersheds and decommissioning excess logging roads. Across all three forests, reduction in road densities are needed to recover threatened and endangered species including grizzly bears and bull trout, and to restore water health and stability. (Business, Polebridge, MT - #145)

Sample Statement:

"Roads and trails not needed for long term management and/or public recreation access, and/or which can not be maintained within agency budgets or capabilities, are considered for decommissioning." Some Suggested Roads Standards might be as follows," Roads analysis (36 CFR Part 212) shall be used for road management decisions, including upgrading to address water quality degradation, construction, reconstruction, closure and decommissioning of roads." Roads scheduled for decommissioning should be analyzed with site-specific analysis to determine decommissioning and/or closure methods (such as stabilization, revegetation, with natural drainage restored) that best protects aquatic and terrestrial resources." "Road stream crossings should be assessed to see if they adequately provide for fish passage, flood flows, and bedload and woody debris transport." Road maintenance and handling of road waste material (e.g., slough, rocks) should avoid or minimize delivery of road sediment and waste material to streams and wetlands." (Federal Agency or Official, Helena, MT - #257)

Sample Statement:

The forests should also develop measurable and accountable targets and benchmarks for road retirement and road maintenance. (Preservation/Conservation, Missoula, MT - #488)

Sample Statement:

Action FP-F&A1 (We propose to construct fewer permanent roads than projected in current forest plans by emphasizing reconstruction and maintenance of existing roads. Some new temporary and permanent road construction would be expected to support timber harvest activities, primarily on lands classified as suitable for timber harvest. Best management practices would be used for road construction and maintenance to reduce their effects on water quality). This action item should be amended to commit the forests to a timber program that first and foremost emphasizes alternatives to roads for hauling. When roads are deemed the only alternative, the forests should look for ways to maximize use of the current system first. In addition, the first option for new roads should always be temporary roads. The overall goal for the plans should be a significant reduction in the road system. Reducing today's road system and reducing the need for additional roads in the future will address many of the forests' biggest headaches for achieving ecosystem management. (Preservation/Conservation, Missoula, MT - #488)

PC #: 94

Public Concern: The Forest Service should reduce the amount of roads as required under A19.

Sample Statement:

Keep all vehicles on roads and off of trails which should be maintained and kept open. (Individual, Plains, MT - #238)

PC #: 96

Public Concern: The Forest Service should consider the use of seasonal restrictions to meet wildlife needs.

Sample Statement:

...there is also a significant need to standardize or simplify seasonal closure dates as much as possible. We suggest that the number of different closures periods should be kept to a maximum of two, if possible, in order to avoid confusion and resulting misunderstandings. (Recreational, Helena, MT - #339)

Sample Statement:

Action AM-F2-A2: (We propose that cross-country wheeled motorized travel would continue to be prohibited.)AM-F2-A2 Go to a closed unless open system. Sign only open roads. Separate foot and horse use from motor use. Consider time of use closures/openness. Fix the travel plan it is too confusing. Separate snow use from ground based uses and use different

specifications for each. (Timber or Wood Products Industry, Stevensville, MT - #555)

PC #: 102

Public Concern: The forest service should evaluate how FS transportation systems promote private land development in the interface areas

Sample Statement:

The roads and trails in the project area are not new or "user created" travelways. These roads and trails have existed for many years. The public has relied on them for access for many years and for many purposes. This pattern of use is well established. A reasonable travel management alternative would use area closure to prevent the creation of unwanted trails by visitors and, at the same time, allow the public to use all of the existing motorized routes. Too many management actions have been enacted without the development of this reasonable alternative. The cumulative impact of the travel management process on motorized access and recreation opportunities has been significant. We request that the preferred alternative be based on the existing motorized routes that are considered important resources by motorized recreationists. (Recreational, Helena, MT - #339)

PC #: 429

Public Concern: The Forest Service should recognize that road reclamation is the best solution to the maintenance backlog and to resolve ecological concerns about roads.

Sample Statement:

We also seek a forest plan that addresses the need for restoration on the Flathead. Road decommissioning and habitat restoration ought to be priorities recognized in the new plan, both for their ecological benefits and economic value to local communities. The need for this work ought to be decoupled from commercial timber harvest. (Preservation/Conservation, Missoula, MT - #157)

Sample Statement:

We recommend that LRMPs discuss the road and transportation network, including road closure and decommissioning (e.g., road closure and decommissioning methods, - i.e., administratively; gates or barriers; removal of culverts, restoring stable drainage ways, ripping of road surface, total obliteration of road prism, and their effectiveness at addressing aquatic concerns). (Federal Agency or Official, Helena, MT - #257)

Sample Statement:

Please set road removal as a central part of your forest management plans. Eroding roads wreck aquatic systems. (Individual, Salt Lake City, UT - #391)

PC #: 428

Public Concern: The Forest Service should use timber receipts from an active timber program to address road maintenance needs.

Sample Statement:

We need an active timber sale program that effectively harvests the sustained yield of the land. I immediately hear a cry from a large segment of the Forest Service that we can't afford to maintain a bigger road system. The Forest Service is not maintaining the present system because they have no imagination and no initiative. These road systems can be very adequately maintained by initiating a timber salvage program where the timber purchaser has to maintain the road system as part of the timber sale package. This will give added incentive to the Forest Service to maintain an aggressive salvage program to capture the natural mortality of the forest. (Individual, Kalispell, MT - #506)

PC #: 424

Public Concern: The Forest Service should reduce road closures and minimize adverse effects through proper road design and maintenance.

Sample Statement:

We do not agree with the Finding EM-F7.1. Where is your documentation? What species? How did roads cause or contribute to their listing? 2. How did roads cause these listings? Could listings have been avoided if BMP practices were rigorously followed? 3. Replace the culverts 4. Spray the weeds. Destroying the road or closing it won't stop weed growth. Again "reducing the miles of road", as in EM-F7-A1, seems to be your answer for all the problems on the forest. But these reductions will actually cause more problems than they solve. [Action EM-F7-A1: (We propose to develop access management goals, objectives, and standards that would better address the needs of big game and other wildlife species, aquatic species, water quality, and invasive species. This direction would mainly focus on reducing the miles of road.)] (Recreational, Columbia Falls, MT - #589)

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Sample Statement:

Action EM-F7-A1: (We propose to develop access management goals, objectives, and standards that would better address the needs of big game and other wildlife species, aquatic species, water quality, and invasive species. This direction would mainly focus on reducing the miles of road.) Regarding Action: EM-F7-A1 don't like this because we need access management that would address our needs. We need to focus on reducing adverse impacts but not by reducing the miles of roads. We need these roads now and in the future. Why tear up something that we need? (Business, Essex, MT - #569)

Sample Statement:

Road closures should be limited to short spur roads and unusual situations where resource issues are significant, and where alternative mitigation is truly impractical. (Individual, Missoula, MT - #413)

PC #: 425

Public Concern: The Forest Service should minimize or prohibit new road construction and better maintain the ones that remain to reduce adverse effects..

Sample Statement:

[I really like Action] FP-F7-A1 (We propose to construct fewer permanent roads than projected in current forest plans by emphasizing reconstruction and maintenance of existing roads. Some new temporary and permanent road construction would be expected to support timber harvest activities, primarily on lands classified as suitable for timber harvest. Best management practices would be used for road construction and maintenance to reduce their effects on water quality.) [because] ...roads are the antithesis of a healthy forest. I would recommend no new road construction and the closing down and rehabbing of as many roads as possible. (Individual, Missoula, MT - #466)

Sample Statement:

Right now, our fish, wildlife, water and backcountry lands are threatened by more roads than we need or can afford to maintain. (Preservation/Conservation, Missoula, MT - #527)

PC #: 427

Public Concern: The Forest Service should emphasize resource protection in its road maintenance program.

Sample Statement:

Establish a road maintenance program that secures habitat for grizzly bears, bull trout and other wildlife species. (Individual, Kalispell, MT - #216)

Sample Statement:

Dust loading into sensitive bull trout streambeds is of serious concern to all of us. The health and vitality of our water systems directly affects us as recreationists, and directly impacts our ability to promote our area as a destination for fishing and tourism. With new environmentally friendly oil technologies available today, we suggest that the USFS consider oiling sensitive areas, i.e., stream and river crossings and streamside roadbeds. Oiling in these areas would negate the need for further road closures, and would increase the enjoyment of persons accessing the streams at these locations. (Recreational, Bigfork, MT - #557)

PC #: 426

Public Concern: The Forest Service should recognize that well maintained roads have little adverse effect. Most of the negative effects of roads are seen from roads poorly maintained.

Sample Statement:

EM-F7-A1 (We propose to develop access management goals, objectives, and standards that would better address the needs of big game and other wildlife species, aquatic species, water quality, and invasive species. This direction would mainly focus on reducing the miles of road.) It is stated that science and monitoring have shown increased negative effect from roads on fish and wildlife habitat. At the same time it is acknowledged that roads have not been maintained to even the minimum standards needed to meet State BMPs. To make a connection between negative effects and the mere existence of roads is erroneous. The connection probably being seen is between improperly maintained, neglected roads and negative effects. When trying to determine an acceptable road density, research should be concentrated on properly constructed and maintained road systems and the effects of those on environment and habitat. I would expect that the threshold for road density would change when looking at properly constructed and maintained roads. (Individual, Trego, MT - #213)

PC #: 442

Public Concern: The Forest Service should recognize that road obliteration is much more effective than road closures.

Sample Statement:

Roads closed to public use through the use of only signs or gates are often not effective? Current road closure policies in many areas do little to minimize the negative impacts of roads to grizzly bears? In summary, public disregard of road closures, as well as continual administrative use, often reach such levels that the intent and objectives for the closures are no longer being met? it is recommended that closures be made more effective by, for example, building kelly humps or tank traps, piling logs, stumps, debris, and/or slash across the entire road grade, or physically obliterating the passageway and replanting vegetation. The optimum situation to maintain grizzly bear habitat effectiveness and minimize mortality risk is to obliterate the road. (USFWS 1993b; emphasis added). (Preservation/Conservation, Kalispell, MT - #544)

Sample Statement:

Suggestion: Road closure methods should be rethought. Currently signage, gates and Kelly humps are insufficient to stop OHVs and snowmobiles. These folks go around impediments and create a new access point. It may be that increased monitoring and enforcement is all that can be done. (Individual, Condon, MT - #638)

PC #: 438

Public Concern: The Forest Service must learn how to maintain roads more efficiently and thus reduce the need for obliteration.

Sample Statement:

Restricted use roads need to be maintained to a minimum level consistent with current levels of use without significantly destroying the capital investment already made in the roads. Road decommissioning should not be considered unless irreversible damage is not avoidable. The USFS should follow the example set by private industry in terms of efficient methods of road maintenance; which does not include the typical 40 agency overhead costs. (Timber or Wood Products Industry, Columbia Falls, MT - #437)

PC #: 439

Public Concern: The Forest Service should comply with A-19 and educate the public about the benefits of road decommissioning.

Sample Statement:

The Flathead National Forest must comply with Amendment 19 standards for road density in order to restore grizzly bear and aquatic habitat. Further, as put forth in Amendment 19, the Flathead must initiate a productive outreach/education effort around the benefits of road decommissioning. (Preservation/Conservation, Missoula, MT - #527)

Sample Statement:

Flathead Forest Plan Amendment 19 is an integral part of the Flathead's program for reclaiming roads for the benefit of water quality, fish, and wildlife habitat security. Since 1995, it has benefited water quality and fish by requiring that stream-bearing culverts be removed during road reclamation necessary to achieve grizzly bear habitat security objectives. (Preservation/Conservation, Kalispell, MT - #544)

PC #: 437

Public Concern: The Forest Service needs to recognize the negative effects of road closures to fire control, firewood gathering and to timber management.

Sample Statement:

We request that the process include consideration of the negative impacts that proposed motorized road and trail closures will have on fire management, fuel wood harvest for home heating, and timber management. The analysis should include an analysis of the benefits to the public from the gathering of deadfall for firewood from each of the roads and trails proposed for closure. These analyses are especially significant following a devastating fire season and a period of rising energy costs. (Recreational, Helena, MT - #339)

PC #: 436

Public Concern: The Forest Service should reclassify roads to trails rather than just close the road to all motorized use.

Sample Statement:

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The environmental document should accurately address the significant negative impacts associated with disturbing existing stable roadways in order to obliterate the existing roadbed. A reasonable alternative would be to reclassify the road to either restricted-width or unrestricted-width motorized trail. We request that the preferred alternative make practical use of this management tool and the benefits that it provides including reduced sedimentation impact, reduced fisheries impact, reduced noxious weed impact, much less construction cost, reduced road inventory, reduced road maintenance and increased opportunities for motorized recreationists. Reclassifying roadways to restricted- or unrestricted-width motorized trail also avoids contributing to significant cumulative impacts on motorized recreationists. (Recreational, Helena, MT - #339)

PC #: 435

Public Concern: The Forest Service should recognize and mitigate for the cumulative loss motorized recreational opportunities over time.

Sample Statement:

Motorized visitors are continually losing significant recreational opportunities by conversion of multiple-use areas to non-motorized areas. This is a significant impact that has occurred cumulatively by a process of thousands of individual closures. The lack of data does not justify imposing a significant impact on motorized recreationists. We request that this cumulative impact be addressed by the collection of data and the fair evaluation of the need for motorized access and motorized recreation. Additionally, we request that an adequate mitigation plan be included as part of this action to compensate for past cumulative impacts. (Recreational, Helena, MT - #339)

PC #: 434

Public Concern: The Forest Service should not be closing roads because it ignores the intent of Congress and the Multiple Use Sustained Yield Act.

Sample Statement:

Forest managers are being directed to close as much of the forest as possible to motorized visitors by a top down management directive that is conflicting with the needs of the public for multiple-use access and recreational opportunities and contrary to the laws established by congress. Congress has not designated this area to be wilderness and existing congressional laws clearly intend for this area to be managed for multiple-uses. The top down closure directive is in violation of the will of the people and in violation of congress laws. (Recreational, Helena, MT - #339)

PC #: 433

Public Concern: The Forest Service should use gates rather than obliterate roads. Roads are an investment.

Sample Statement:

You also should consider....leaving some road barricaded and not removed for fire access (Recreational, Bigfork, MT - #83)

Sample Statement:

Also the destruction of these roads is a detriment to the ability to effectively fight FOREST FIRES. Which can be far more, detrimental to the environment than anything man could do. (Individual, Columbia Falls, MT - #146)

Sample Statement:

We feel that there should be no existing permanent roads decommissioned in conjunction with the revision of the Forest Plans. These roads are an important tool for the management of lands allocated to the suitable timber base, they also serve important recreational and forest fire prevention and suppression purposes. Our fear is that with the decommissioning of roads, future management projects might not happen because of access and cost issues.). Current studies are also beginning to show that gates and seasonal restrictions may work in place of obliteration. The American public has a large monetary investment in these roads and the S.A.F. does not agree with spending more money to terminate these assets. To dismantle such a vital resource as our road infrastructure without the complete and final results of the on going studies could prove to be a costly mistake, leaving future generations with a reduced capacity to manage the land and recreate (Timber or Wood Products Industry, Kalispell, MT - #436)

PC #: 431

Public Concern: The Forest Service should not obliterate more roads until after the DNA Grizzly Bear study is completed.

Sample Statement:

We should desist from road obliteration now until the scientific data obtained from the new DNA studies of the bears give us the accurate numbers of bear in the different regions. (Recreational, Bigfork, MT - #62)

PC #: 432

Public Concern: The Forest Service should relocate trailheads when roads are closed.

Sample Statement:

I don't like Action AM-F3-A1 (We propose to continue the overall trend of decreasing the amount of roads within the National Forest transportation system to a level that can be maintained, while ensuring adequate access for both motorized and non-motorized use. Roads Analysis would provide a basis for managers to conduct a future, more detailed and site-specific analysis related to the transportation system.)because....no where is it designated that when a road is removed the existing trail head is not listed as being moved back and re-established for rec. users need the main road. (Recreational, Bigfork, MT - #83)

PC #: 455

Public Concern: The Forest Service should look for motorized loop opportunities.

Sample Statement:

Agencies are encouraged to provide opportunity for "motorized loop trail systems" to lessen impacts and to provide a better recreational experience. Spurs are suitable for destination features such as scenic overlooks, campsites, viewing historic and cultural resources etc. (Preservation/Conservation, Pocatello, ID - #545)

PC #: 440

Public Concern: The Forest Service should recognize the economic benefits of a full decommissioning program and a full road maintenance program.

Sample Statement:

A full decommissioning program could employ over 3,000 people throughout the country. Combine that with full maintenance of the remaining roads, and the Forest Service road system could be turned from a liability to an asset. (Preservation/Conservation, Missoula, MT - #527)

PC #: 441

Public Concern: The Forest Service should examine the PNV of road use verses the PNV of its environmental damage.

Sample Statement:

Consequently the question to be considered is whether the net present value of road use is greater than or less than the net present value of environmental damage: Net Present Value of Road Use<or>Net Present Value of Environmental Damage The "tipping point" is the point that net present value of environmental damage exceeds the net present value of road use. If this is the case, then road decommissioning would be preferred even over full road maintenance. If the opposite is true, then road maintenance would be preferred. (Preservation/Conservation, Missoula, MT - #527)

PC #: 444

Public Concern: The Forest Service should prioritize road closures with roads next to wilderness or roadless areas or those causing greatest environmental damage closed first.

Sample Statement:

Action AM-F3-A1: (We propose to continue the overall trend of decreasing the amount of roads within the National Forest transportation system to a level that can be maintained, while ensuring adequate access for both motorized and non-motorized use. Roads Analysis would provide a basis for managers to conduct a future, more detailed and site-specific analysis related to the transportation system.) Add: Roads chosen for closure should be those that are subject to frequent costly repairs, those that negatively affect watersheds, and are wildlife corridors. Those roads identified for closures adjoining wilderness, wilderness study areas and roadless areas should be closed as a first priority. (Individual, Condon, MT - #638)

Sample Statement:

5Please prioritize road removal as a key component of forest restoration. (Individual, Racine, WI - #930)

PC #: 430

Public Concern: The Forest Service should only use temporary roads to treat old growth stands and the roads should be obliterated right away.

Sample Statement:

Action EM-F4-A2: (We propose to allow treatments of old growth stands to maintain or restore old growth conditions and reduce threats from disturbances such as insects, disease, wind and fire.)In addition, all raods associated with activity in old growth need to be temporary and obliterated to protect old growth components and ecosystem function following the project. (Individual, No Address - #53)

PC #: 443

Public Concern: The Forest Service should not obliterate roads that are already grown over as that just causes more environmental damage.

Sample Statement:

Road density needs looked at on a case by case basis, with some input by forest users before closures. Roads that are grown in should not be scarified back to original contour. It just increases and starts sediment over again. Money can be used more wisely on the forest, i.e. trail cleaning etc. These roads could be removed from the road density maps. (Individual, Hamilton, MT - #563)

PC #: 453

Public Concern: The Forest Service should open logged areas for motorized use for a time.

Sample Statement:

Open the areas that are going to be logged or that have been logged for a period of time for cross country travel for 4 wheelers and motorcycles. (Recreational, Whitefish, MT - #966)

PC #: 448

Public Concern: The Forest Service should maintain historic stock use with a minimum of restrictions.

Sample Statement:

Action RM-F2-A1: (We propose to validate and/or establish management criteria tied to the seven established setting indicators, as defined by the ROS Primer and Field Guide 1990. Setting indicators include: "Access: The type and mode of travel." Remoteness: The extent to which individuals perceive themselves removed from the sights and sounds of human activity. "Naturalness: The naturalness of the setting and is tied to the Scenery Management System (SMS). "Facilities Management: The level and type of site development. "Social Encounters: The number and type of other recreationists met along the travel way or camped within sight and sound. It measures experience levels as they refer to degrees of solitude and opportunity for social interaction." Visitors Impacts: Visitor impacts on the environment." Visitor Management: The degree that visitors are controlled and the level of information and service provided.)Concerning the Access setting indicator: The Bitter Root Back Country Horsemen insist that:1. Recreational and saddle stock be accommodated within each wilderness, and within each portion of that wilderness, where it historically existed when the area became a wilderness. 2. Historical trail access be maintained to the level and character that existed when the area was designated.3. Restrictions imposed on recreational and pack stock be at a minimum necessary to preserve the character and public purposes as required in section 4c of the Act. (Recreational, Hamilton, MT - #323)

Sample Statement:

* Trail traditions: keep remaining traditional (pack) trails and wilderness portals motor free, maintained to USFS hiking, pack and saddle standards. Restore damaged trails where needed. (Individual, Helena, MT - #568)

PC #: 457

Public Concern: The Forest Service should use partnerships with user groups to get more trails maintained.

Sample Statement:

Be open to forming partnerships with trail groups to help maintain and re-open closed trails in areas that are acceptable for the use best fitted for the terrain and topography. When you look at older maps there were a lot more trails marked in the Flathead National Forest. If you have trouble maintaining these trails why are they taken off the maps - then they disappear forever. Lets look at re-opening some of those trails through volunteer efforts. (Recreational, Whitefish, MT - #966)

PC #: 454

Public Concern: The Forest Service should reopen closed motorized trails and rotate motorized trails if they become overused.

Sample Statement:

We propose that the FS prepare for the rise in OHV recreation and the future demands by considering re-opening closed trails and possibly put motor vehicle trails on a rotation basis i.e. if a trail is getting over used close it to motor vehicles for 2-3 years and open up other areas that offer similar recreational experiences. For any area currently open for OHV use that gets closed, an area of equal or greater size should be re-opened. (Recreational, Whitefish, MT - #966)

PC #: 452

Public Concern: The Forest Service should restore the Sapphire Crest trail and keep it free from motorized use.

Sample Statement:

I urge you to restore damaged sections of the 100-mile long Sapphire Crest Trail from Patty Canyon to the Anaconda-Pintlar Wilderness as a Montana Heritage Trail, free of off-road vehicle traffic (this is now Grizzly country!). (Individual, Corvallis, MT - #950)

PC #: 451

Public Concern: The Forest Service should put more resources into trail maintenance.

Sample Statement:

It would be great also if you could put a little more resources into trail maintenance up there.(Flathead NF) (Individual, Missoula, MT - #759)

PC #: 449

Public Concern: The Forest Service should respond to the demand for more motorized trails.

Sample Statement:

The need for more non-motorized hiking trails has not been demonstrated or documented. Non-motorized hiking trails in the project are not over-used. At the same time there is need for more motorized access and motorized recreational opportunities yet the dominant thinking within the agency is to close motorized roads and trails and increase non-motorized recreational opportunities. (Recreational, Helena, MT - #339)

PC #: 447

Public Concern: The Forest Service should provide at least one meaningful motorbike opportunity on each Ranger District.

Sample Statement:

Please create standards which would create or preserve on average one meaningful motorbiking opportunity per ranger district in Region One. (Individual, Missoula, MT - #217)

PC #: 446

Public Concern: The Forest Service should be guided by the philosophy of LAC for trails management.

Sample Statement:

The Flathead Forest Plan should be guided by the precepts of the Limits of Acceptable Change philosophy, and trail standards should be developed that pertain to opportunity classes and land use designations. (Recreational, Columbia Falls, MT - #155)

PC #: 445

Public Concern: The Forest Service should keep trails open to all uses and harden as necessary.

Sample Statement:

Trails and area restrictions: Existing trails will be inventoried and studied to determine the positives and negatives of the existence and use of each trail, including official system and non-system (user developed) trails. Trails will be open to all uses unless there are significant reasons to close them. Soft areas will be hardened, steep areas re-routed and/or water barred, graveled, or otherwise made passable, and erosion controlled. (Business, Paradise, MT - #50)

PC #: 450

Public Concern: The Forest Service should add additional non-motorized recreation opportunities especially near communities.

Sample Statement:

In essence, the area is left exclusively for ATV use. Our National Forests have lost many miles of low elevation, traditionally quiet, non-motorized trails in past forest plans. The Forest Service needs to restore this recreational resource, particularly in areas near communities. (Individual, Bigfork, MT - #350)

Sample Statement:

We don't need more ATV and snowmobile trails which scatter wildlife and add to fire danger. Well maintained hiking trails like the ones in and around Jewel Basin are a true treasure. (Individual, Lakeside, MT - #461)

Sample Statement:

Also, Our National Forests have lost many miles of non-motorized trails in past forest plans. The Forest Service must restore this recreational resource, particularly in areas near communities. We are hikers and kayakers (NON-motorized recreation) and hope to enjoy the quiet of the forest in our hobbies. (Individual, Bigfork, MT - #775)

PC #: 456

Public Concern: The Forest Service should recognize that budgets are not available for building more high-cost motorized trails.

Sample Statement:

Discussed how motorized use trails often have higher cost to maintain. Concern was expressed about raising public expectations for many miles of new OHV trails when budgets may not be available for construction or maintenance. (Place Based Groups, Hamilton, MT - #827)

PC #: 459

Public Concern: The Forest Service should inventory and recognize non-system routes for the recreation opportunities they provide.

Sample Statement:

Non-system roads and trails are a significant OHV recreation resource. However, non-system roads and trails are, most often, not inventoried and considered in the travel management process. Failing to identify and consider non-system roads and trails in the travel management process will under-estimate the existing use and needs of motorized recreationists. Therefore, the impact that the resulting closure of non-system roads and trails by non-consideration will have on motorized recreationists will also be under-estimated. NEPA requires adequate disclosure of all impacts and this is not happening with respect to all existing non-system roads and trails that are in use by the public. We request that adequate consideration be given to a comprehensive inventory and analysis of all non-system roads and trails and the current recreational opportunity that they provide to motorized recreationists. (Recreational, Helena, MT - #339)

PC #: 460

Public Concern: The Forest Service should minimize new road construction to lessen objections to vegetative management.

Sample Statement:

Action FP-F7-A1: (We propose to construct fewer permanent roads than projected in current forest plans by emphasizing reconstruction and maintenance of existing roads. Some new temporary and permanent road construction would be expected to support timber harvest activities, primarily on lands classified as suitable for timber harvest. Best management practices would be used for road construction and maintenance to reduce their effects on water quality.) Minimizing roads new and existing will lessen objection to vegetative management. True temporary roads will provide better cost-benefits, and reduce

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impacts to other resources. Forests need to give greater control of roads to staff other than engineering, who have maintained possession of this very impactful program for far too long. (Individual, No Address - #53)

PC #: 458

Public Concern: The Forest Service should not close user built trails because that just leads to the creation of more trails.

Sample Statement:

Action AM-F2-A1: (We propose that user-built routes would not be recognized as designated routes as part of the Forest Service trail system unless they have been validated as system routes through site-specific analysis, or permitted under special-use permits.)While at first seem almost in a contradiction to the above, closing present user built trails & roads leads to more new user built roads. Once a road or trail has been established people feel it's "their right" to travel it. These need to be properly rerouted if necessary. (Recreational, Missoula, MT - #147)

Sample Statement:

AM-F2: I agree with emphasis on certain user-built routes being recognized as candidates for challenge route designation upon site specific analysis. It is my thesis that by validating several OHV challenge routes, a future reduction in user-built routes will be realized. Simply put, the more restrictions and route closures the National Forest Managers place on the general and local public, the more the public will rebel and further develop illegal trail systems. Past land manager closure practices have forced the user built trail attitude. On the other hand, a designated challenge route trail system would greatly reduce illegal user built trail development. (Place Based Groups, Victor, MT - #560)

PC #: 372

Public Concern: The Forest Service should operate with a policy of "closed unless designated open" for all motorized use.

Sample Statement:

Off-road motorized use should be limited to designated routes which are definitely signed "open." (Individual, Ventnor City, NJ - #215)

Sample Statement:

I feel strongly that OHV use should be restricted to current roads within the USFS lands. Trails created by OHV use should be closed permanently or until site specific study is done. There should only be as many miles of OHV use roads as there is funding for maintenance and enforcement. There should be no OHV travel in roadless areas or wilderness study areas. Only roads designated for OHV would be signed, "OPEN for OHV USE" and if not signed OPEN, areas, roads, and trails would be closed to motorized use. (Individual, Stevensville, MT - #668)

PC #: 461

Public Concern: The Forest Service should standardize signs and make it easier for users to understand.

Sample Statement:

There is a significant need to standardized signs within and across all agencies. For example, there are often misunderstandings about seasonal motor vehicle restrictions due to the "No" symbol with the actual closure period shown below in small text that is often not seen or understood. In this case, the road or trail is open except during the period show below but the sign is often misinterpreted as closed. We suggest that travel management signs be made easier to understand and standardized. Signs are the backbone of a good management program. Some examples of how signs could be used to implement management are: ? Signs should be displayed at key access points to public lands explaining the basics; "OHV's allowed on designated routes to protect foliage and prevent erosion"; "Expect to see other visitors on the trails - shared trail area"; "Report violations to 1-800-TIP-MONT"; etc. ? Trailhead signs should not only list restrictions but should also tell visitors what to expect. Signs that say "expect to see other trail users" with universal symbols indicating the uses they can expect to see would work well. This approach is used successfully in nearly every forest across the country except those in Forest Service Region 1. ? Reinforce travel allowed and restricted at intersections? Reinforce important messages; say the same thing in a different way. (Recreational, Helena, MT - #339)

PC #: 373

Public Concern: The Forest Service should continue to mark roads as "open unless posted closed".

Sample Statement:

All areas, roads and trails should be open unless designated closed with signage and maps and legal closures (Recreational, Columbia Falls, MT - #589)

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Sample Statement:

Please continue to mark roads that are off limits (closed) and not lay the burden of decision on forest users. (Individual, Hamilton, MT - #499)

PC #: 462

Public Concern: The Forest Service should utilize the appropriate technology such as bridges and better culverts to avoid road closures and mitigate effects.

Sample Statement:

[Swan Group "Agreement" as qualified by note on response #961:]Culvert blowouts are unacceptable management outcomes, when the use of appropriate technology that still leaves the road usable (e.g., bridges, better designed culverts) can avoid and mitigate effects and allow for multiple-use activities, within certain fish and wildlife constraints. (Place Based Groups, Bigfork, MT - #961)

PC #: 639

Public Concern: The FS should align non-motorized area boundaries so they do not encroach on motorized areas and result in trail closures.

Sample Statement:

[CONT'D]26.Agencies are encouraged to seek outside review and input by OHV recreationists on all proposed management decisions affecting motorized recreation opportunities including closures. 27. Agencies are encouraged to establish greater credibility with motorized recreationists by having motorized recreation planners on the interdisciplinary team and a board of motorized recreationists.28.Agencies are encouraged to align non-motorized area boundaries so that they do not encroach or eliminate trails located at the edge of the boundaries. 29.Agencies are encouraged to provide for motorized trails and vista points on the boundaries outside of the non-motorized areas so the motorized visitors can view those areas.30.Agencies are encouraged to establish OHV census collection points at road and trail collection points. Include an OHV category on all trail and road census sheets.31.Agencies are encouraged to treat hiking, horses and mountain bikes as a form of transportation, just as motorized recreation is a form of transportation.32. Agencies are encouraged to correct the signing at trailheads that suggests that motorized visitors are more damaging than other visitors. 33.Agencies are encouraged to keep trails in proposed non-motorized/wilderness/roadless areas open. Motorized-use on trails in these areas does not detract from the wild characteristics in the proposed non-motorized/wilderness area. Additionally, the Roadless Rule specifically allows for OHV activity in Roadless areas.34.Agencies are encouraged to provide good statistics on the level of use by the various public land visitors and use these statistics in the decision processes. 35.Agencies are encouraged to avoid the closure of trails to motorized use as the "easy way out" in dealing with issues created by non-motorized users. (Recreational, Helena, MT - #339)